

## **PART 2**

### **8 Village and Town Visions**

## **8.1 Aldreth**



### **Description of Aldreth**

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

Aldreth has a limited range of facilities – there is no food shop and no church, although the church building is now the thriving Village Centre and there is a recreation field and play area. Aldreth has a daily bus service to Ely (Monday – Saturday).

### **Key statistics**

Aldreth	
<i>Population</i> <sup>32</sup>	260
<i>Dwellings</i> <sup>33</sup>	110
<i>New dwellings built 2001-13 (net)</i>	9
<i>Estimated new dwellings 2013-31</i> <sup>34</sup>	10
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Daily service to Ely (Monday-Saturday) (as at 2012)

### **Housing**

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

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<sup>32</sup> Population for Aldreth settlement (mid-2012), Cambridgeshire County Council Research Group.

<sup>33</sup> Dwellings for Aldreth settlement (mid-2012), Cambridgeshire County Council Research Group.

<sup>34</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

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

#### Employment

There are several businesses in Aldreth including Artes Mundi Fair Trade Gifts, Black Pearl book keeping and David Harrison Handling Solutions Ltd. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use 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 Aldreth. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

#### Infrastructure and community facilities

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

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

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

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

#### Spatial strategy for Aldreth (see Inset Map 8.1)

## 8.2 Ashley



© Ashley Parish Council

### Description of Ashley

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

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

### Key statistics

Ashley	
Population <sup>35</sup>	720
Dwellings <sup>36</sup>	330
New dwellings built 2001-13 (net)	17
Estimated new dwellings 2013-31 <sup>37</sup>	8
Employment	To be confirmed following publication of 2011 census data
Existing public transport services	Regular but infrequent services to Newmarket (Mon-Sat), access to the Suffolk Links Demand Response Transport service operated by the Voluntary Network

### Housing

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

<sup>35</sup> Population for Ashley parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>36</sup> Dwellings for Ashley parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>37</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

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

#### Employment

There are a number of current businesses in the village, including the Crown Pub, Plough Restaurant, Ashley Stores and the Hascombe, Darley and Dukes Studs. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use 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 Ashley. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

#### Infrastructure and community facilities

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

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

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

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

#### Spatial strategy for Ashley (see Inset Map 8.2)

### **8.3 Barway**



#### **Description of Barway**

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

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

#### **Key statistics**

Barway	
Population <sup>38</sup>	70
Dwellings <sup>39</sup>	30
New dwellings built 2001-13 (net)	1
Estimated new dwellings 2013-31 <sup>40</sup>	11
Employment	To be confirmed following publication of 2011 census data
Existing public transport services	Return bus service into Ely, one day a week (Thursday) as at 2012

#### **Housing**

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

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<sup>38</sup> Population for Barway, Cambridgeshire County Council Research Group (mid-2012).

<sup>39</sup> Dwellings for Barway, Cambridgeshire County Council Research Group (mid-2012).

<sup>40</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

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

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

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

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect housing need within Barway.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and to provide an attractive development.
- Make provision for the road across the frontage to be widened to 5 metres.
- Ensure new dwellings are connected to the foul sewerage and drainage network; and
- Comply with the other policies of the Local Plan.

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

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

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect housing need current within Barway.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and to provide an attractive development.
- The design layout should consider the proximity of the foul pumping station and allow for a distance of 15 metres from the boundary of the curtilage of the dwellings to reduce the risk of nuisance/loss of amenity associated with the operation of the pumping station.
- Make provision for the road across the frontage to be widened to 5 metres, and extend the 30 mph speed limit across the frontage.
- Provide landscaping along the boundary with the agricultural land to the north and east.
- Ensure that new dwellings are connected to the foul sewerage and drainage network; and
- Comply with the other policies of the Local Plan.

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**Employment**

There are several small businesses within the village, including a coach firm and laundry. Additionally there is a large agricultural firm on the edge of the village that employs a high number of people. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1). Other suitable new employment proposals within, and on the edge of the village, will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

**Infrastructure and community facilities**

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

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

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

The community's vision to establish a woodland and play area on the site of the former Village Hall will help to provide a vital new community facility in Barway. The development of new housing in the village should help to provide a source of funding and enable the community to realise its objective. This will be through Community Infrastructure Levy payments.

**Spatial strategy for Barway (see Inset Map 8.3)**



## **8.4 Black Horse Drove**



### **Description of Black Horse Drove**

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

Black Horse Drove has a limited range of services – there is a community centre, children’s play area and field, public telephone and a post box. There is also a bus service that runs through Black Horse Drove one day a week.

### **Key statistics**

Black Horse Drove	
<i>Population</i> <sup>41</sup>	180
<i>Dwellings</i> <sup>42</sup>	80
<i>New dwellings built 2001-13</i>	5
<i>Estimated new dwellings 2013-31</i> <sup>43</sup>	5
<i>Employment</i>	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	A limited service which operates once a day to Littleport, Prickwillow and Ely (Thursdays only) (as at September 2012)

### **Housing**

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

<sup>41</sup> Population for Black Horse Drove, Cambridgeshire County Council Research Group (mid-2012).

<sup>42</sup> Dwellings for Black Horse Drove, Cambridgeshire County Council Research Group (mid-2012).

<sup>43</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

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

#### Employment

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

#### Infrastructure and Community Facilities

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

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

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

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

#### Spatial strategy for Black Horse Drove (see Inset Map 8.4)

## 8.5 Bottisham



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### Description of Bottisham

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

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

### Key statistics

Bottisham	
<i>Population</i> <sup>44</sup>	2,290
<i>Dwellings</i> <sup>45</sup>	890
<i>New dwellings built 2001-13 (net)</i>	150
<i>Estimated new dwellings 2013-31</i> <sup>46</sup>	99
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Services to Cambridge, Burwell, Newmarket, Bury St Edmunds and Ely (Mon-Sat) (as at 2012)

<sup>44</sup> Population for Bottisham parish (mid-2012) Cambridgeshire County Council Research Group.

<sup>45</sup> Dwellings for Bottisham parish (mid-2012) Cambridgeshire County Council Research Group.

<sup>46</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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#### **Housing**

Bottisham has faced pressure for growth due to its close proximity to Cambridge, and is likely to continue to grow over the next 20 years. This will include new housing development on 'infill' sites within the village. In addition, a new housing allocation is proposed on the edge of Bottisham, off Bell Road (see details below).

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

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

Land is released from the Cambridge Green Belt for the development of the site. Proposals will need to include measures to reinforce the Green Belt boundary for the village to protect the openness and rural character of the surrounding countryside from encroachment. Prominent physical features suitable for creating strong boundaries include roads, railways, watercourses, ridgelines, protected woodlands or hedges. In selecting the most appropriate type of boundary treatment, developers are encouraged to consider the level of noise protection/reduction it could provide from the A14.

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

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

- Allowing no development to the south of the moat as this would result in adverse impact upon the rural context and the position of the moat on the southern boundary of the historic core of Bottisham.
- A buffer area to the west of the monument as indicated on Map 8.5 in order to protect its setting. The use of the buffer area should be restricted to activities that would not have an adverse impact on the SAM, e.g. public open space.
- Careful consideration of the nature of the boundary treatment with the adjacent development; development should face the monument and create a soft edge.

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There is an identified local need for allotment space within Bottisham. Land east of Bell Road is the only area capable of delivering this community use over the Plan period, so it is crucial that provision is made as part of the scheme – either within the site or adjoining it to the south/south-west (not within the SAM buffer area).

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

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

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

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

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need in Bottisham.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and to provide an attractive extension to Bottisham. Areas requiring particular attention include those areas of development facing the SAM and those on the eastern side of the site with views of Holy Trinity Church.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Be sensitive to the Scheduled Ancient Monument (SAM) and avoid impact on its value as a designation and wider setting. As such, a buffer zone is required as indicated on Map 8.5. Appropriate uses for the buffer zone to the west of the monument could include suitable public open space or a nature conservation area. Proposals should also demonstrate an appropriate mechanism for the long-term management and maintenance of the monument and buffer area.
- Provide new allotments within the site or adjoining it to the south/south-west for the use of the local community, as part of the open space provision for the site to meet the identified need for the village. The allotment land should be accessible by car, foot and cycle and include the provision of a water supply and a parking area.
- Be accompanied by a Landscape Assessment and include measures to enhance the surrounding Green Belt and provide a well-defined and defensible boundary to the Green Belt on the southern and western boundaries of the site. The boundary treatment should also seek to reduce noise impact from the A14.
- Exploit opportunities for new pedestrian and cycle links to the High Street and include measures to actively promote sustainable transport, including public transport, walking and cycling.
- Provide the main vehicular access from Bell Road, via a spur off the existing access that serves St. Peter's Field (subject to a Transport Assessment demonstrating the adequacy of the Bell

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Road/Newmarket Road junction).

- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with the other policies of the Local Plan.

**Employment**

Employment provision in Bottisham is limited compared to larger settlements in the district but there is an established business park at Tunbridge Court on Tunbridge Lane. Other key employers in the village include the schools, retail outlets and health facilities. Proposals to re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

Employment growth in Bottisham is required to allow for the sustainable growth of the village and help meet local employment needs. An employment allocation is proposed to the rear of Tunbridge Lane Business Park to allow the extension of that facility. Development on this site will need to be in line with Policy BOT 2. Other suitable new employment proposals within, and on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

**Employment allocation – extension to Tunbridge Lane Business Park**

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

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

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

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

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

**Policy BOT 2: Employment allocation, extension to Tunbridge Lane Business Park**

1 hectare of land is allocated for employment development (B1/B2 uses) on land adjacent to Tunbridge Lane Business Park.

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

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Development proposals will be expected to:

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

**Infrastructure and community facilities**

Bottisham needs to be served by appropriate levels of infrastructure and facilities, in order to ensure the quality of people’s lives and prevent unnecessary travel. As outlined in Chapter 3, the District Council will continue to work with infrastructure providers and partners to enable the delivery of necessary infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

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

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

<b>Infrastructure / facility</b>	<b>Location</b>	<b>Provider</b>	<b>Delivery date (estimated)</b>	<b>Details</b>
Upgrade to sewage treatment facilities	Sewage Treatment Works	Anglian Water	2015 - 2020	WWTW currently operating close to full permitted capacity. Only modest development as outlined in the Local Plan could currently be accommodated. Consultation with Anglian Water would be required to ensure that capacity is available for further development or whether an upgrade is required (with development coming forward once improvements have been implemented).
New allotments	Land east of Bell Road			Facilitated as part of the Bell Road development (see Policy BOT 1).

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Infrastructure / facility	Location	Provider	Delivery date (estimated)	Details
Creation of a new pedestrian / cycle link from the Bell Road area to High Street	Land east of Bell Road			Facilitated as part of the Bell Road development (see Policy BOT 1).
Development of new public open space and children's play area		Bottisham Parish Council / ECDC		The Parish Council are also engaging with local landowners to explore other potential sites for new open space. Partly facilitated by development at Bell Road (see Policy BOT 1).
Extension to Bottisham Primary School		County Council	As required	Limited expansion is possible at the site of Bottisham Primary School.
Extension to Bottisham Village College		County Council	As required	There is physical capacity on the Bottisham Village College site to expand.
A14	South of the village	Highways Agency		The A14 causes noise pollution within the village. The Parish Council is lobbying the Highways Agency to introduce noise reduction measures. The District Council also wish to see traffic noise reduced as part of the Bell Road development (see Policy BOT 1).
Local highway network	Including Bell Road, Tunbridge Lane, Lode Road and High Street	Cambridgeshire Police / County Council		The Parish Council is working in partnership with the local police and County Council Highways to identify and cost some speed reduction / traffic calming measures for the village.

### Spatial strategy for Bottisham (see Inset Map 8.5)



## **8.6 Brinkley**



### **Description of Brinkley**

**Brinkley** is a pleasant village set in wooded, rolling countryside, approximately 5 miles south of Newmarket. The village has a number of attractive listed buildings including Brinkley Hall, which is also included within the County list of Historic Parklands. The older parts of the village are covered by a Conservation Area.

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

### **Key statistics**

Brinkley	
<i>Population</i> <sup>47</sup>	400
<i>Dwellings</i> <sup>48</sup>	160
<i>New dwellings built 2001-13 (net)</i>	3
<i>Estimated new dwellings 2013-31</i> <sup>49</sup>	1
<i>Employment</i>	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	Limited services to Cambridge (Mon-Sat), Newmarket (Mon-Fri), Linton and Haverhill (Mon-Fri). (as at Nov. 2012)

### **Housing**

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

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<sup>47</sup> Population for Brinkley parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>48</sup> Dwellings for Brinkley parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>49</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

#### Employment

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

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

#### Infrastructure and community facilities

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

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

The top priority is to address speeding issues through the village. Other priorities include more school places at Burrough Green School and improvements to the Memorial Hall. The District Council will work with the Parish Council and County Council to explore options and secure funding for the above improvements in Brinkley and will also liaise with the County Council to explore issue of extra school places.

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

#### Spatial strategy for Brinkley (see Inset Map 8.6)

## 8.7 Burrough Green



© Geoffrey Woollard

### Description of Burrough Green

**Burrough Green** is a small village located approximately 5 miles south-west of Newmarket. A Conservation Area covers the southern and central parts of the village and includes a number of attractive buildings including several thatched cottages. The Green forms a focal point for the village, providing recreational opportunities for residents.

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

### Key statistics

Burrough Green	
<i>Population</i> <sup>50</sup>	370
<i>Dwellings</i> <sup>51</sup>	160
<i>New dwellings built 2001-13 (net)</i>	10
<i>Estimated new dwellings 2013-31</i> <sup>52</sup>	12
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Limited services to Cambridge (Mon-Sat), Newmarket (Mon-Fri), Linton and Haverhill (Mon-Fri) (as at Nov. 2012)

### Housing

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

<sup>50</sup> Population for Burrough Green parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>51</sup> Dwellings for Burrough Green parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>52</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

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

#### Employment

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

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

#### Infrastructure and community facilities

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

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

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

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

#### Spatial strategy for Burrough Green (see Inset Map 8.7)

## **8.8 Burwell**



### **Description of Burwell**

**Burwell** is the fourth largest settlement in terms of population in the district (with a population of 6,320<sup>53</sup>), after the three market towns Ely, Littleport and Soham. The village is situated in the south of the district, 4 miles north of Newmarket and 11 miles north-east of Cambridge. Burwell has an attractive historic environment with two Conservation Areas, the earthwork remains of the 12<sup>th</sup> century Burwell Castle (a Scheduled Ancient Monument), Devils Dyke (also a SSSI) and nearly sixty listed buildings. Burwell also lies close to Wicken Fen National Nature Reserve and the Newmarket horseracing industry.

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

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

It is important that necessary infrastructure and facilities are in place to support the growth of the village. Burwell Village College Primary School is currently at capacity and has recently had to expand into temporary classroom accommodation. Further growth would mean that expansion

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<sup>53</sup> Population and dwellings for Burwell parish, Cambridgeshire County Council Research Group (mid-2012).

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would need to be made permanent. The doctor's surgery may also need to expand to meet the needs of the increased population. Concerns have been raised about the quality of outdoor sports facilities in the village and there is a desire within the community to consolidate the outdoor pitches on a single site, alongside team changing and parking facilities. Raising the quality of the riverside area is another priority for the village.

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

#### A Vision for Burwell

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

#### Burwell vision statement

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

#### Burwell strategic objectives

1. Ensure all new development is in keeping with the rural character of the village, reflecting its distinctive design characteristics and with densities that respect the rural tradition of the village.
2. Avoid further elongation of the village, and focus housing growth close to the centre part of Burwell where easy access can be provided via foot or cycle to key services and facilities.
3. Address the traffic volume and speeding issues as new development takes place, seeking to promote walking, cycling and public transport wherever possible.
4. Support job retention and creation by retaining existing employment sites and facilitating new developments in the village.
5. Protect and enhance the village centre, by retaining existing shops and facilities, and supporting proposals for expansion.
6. Provide enhanced infrastructure and facilities to support growth, including the consolidation of outdoor sports facilities on a single site off Newmarket Road.
7. Raise the quality of the riverside area of Burwell by exploring options to increase access and recreation facilities and ensuring that new development reflects and enhances the character of its riverside setting.

#### Housing

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

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

There are some opportunities for development on land within the built part of Burwell, on 'infill' sites. It is estimated that there could be capacity for perhaps 182 dwellings between 2013 and 2031, from outstanding planning permissions (yet to be completed), large potential sites within the village boundary, and potential small 'windfall sites' that may come forward within the village. Details of the estimated supply from these sources is set out in the table below (source: AMR March 2014).

However, the supply of potential sites within Burwell is limited, and a new housing allocation site is therefore proposed on the edge of Burwell off Newmarket Road. Development on this allocation site will need to be in line with Policy BUR 1 – see details below. The new housing site is located in the central belt of Burwell and should provide good access to shops and services in the core of the village and will avoid elongating the settlement. The site is allocated for approximately 350 dwellings.

*Estimated housing supply in Burwell 2011-31*

Housing sources	Number of dwellings
Completions 2011-13	13
Outstanding planning permissions <sup>54</sup>	127
Potential large future sites	24
Estimated windfall on small sites	31
Housing allocation	350
<b>ESTIMATED SUPPLY</b>	<b>545</b>

#### Housing allocation – land off Newmarket Road

The site is located to the east of the village, and is currently open farmland. The area is bounded by residential development to the west, Newmarket Road to the south, and farmland to the north and east. The area was allocated for housing in the East Cambridgeshire Core Strategy (2009) and identified as the preferred location for housing development in the Burwell Masterplan (2013). The site is in single ownership (Cambridgeshire County Council).

The allocation is for 350 dwellings, plus land for open space, and new outdoor sports provision (including sports pitches). It is estimated that approximately 20 hectares of land will be required to facilitate this scale of development.

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

<sup>54</sup> It should be noted that 35 of these outstanding commitments relate to an application approved for log cabins for tourism purposes off Weirs Drove.

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

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

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

The District Council will require the preparation of a Masterplan for the whole allocation, prior to approval of a scheme. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy BUR 1, and ensure a high standard of comprehensive planning. The Masterplan will need to be submitted alongside an outline planning application. Whilst new development does not necessarily have to take a traditional form, it will be expected to harmonise and be sympathetic with the character of the village. Development will need to comprise of a mix of densities across the site, have regard to the rural character of the village and be sensitive to the edge of settlement location.

#### **Policy BUR 1: Housing allocation, land off Newmarket Road**

Approximately 20 hectares of land is allocated for residential development for approximately 350 dwellings. The development envelope for Burwell should subsequently be considered to be located on the edge of the development scheme

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

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Burwell, including provision for an element of self-build properties.
- Provide a minimum of 2.2 hectares of public open space on-site and at least 1 play area.
- Provide a minimum of 2.5 hectares of land for outdoor sports provision, changing facilities and on-site parking principally within the site.
- Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development.
- Provide appropriate landscaping as a buffer where necessary to existing developments and where the scheme follows the new edge of the village.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Provide footpath and cycle linkages between Felsham Chase, Newmarket Road and Ness Road,



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and a foot/cycle path link through the site between Newmarket Road and Ness Road.

- Provide safe vehicular access from Newmarket Road, as demonstrated by a Transport Assessment, with an additional access point provided for emergency vehicles off Ness Road.
- Provide necessary highway improvements and traffic management measures on nearby roads, as demonstrated in the Transport Assessment for the development proposal.
- Demonstrate how they fit with the longer-term plans for the area to the east of the allocation site – via an Indicative Development Framework or broad concept plan for the whole area; and
- Comply with the other policies of the Local Plan.

### Employment

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

There are currently an estimated 1100 jobs<sup>55</sup> in Burwell. The District Council is keen to try and provide more jobs in Burwell, and increase the levels of self-containment. The current self-containment level is estimated to be approximately 29%, e.g. with 1,100 jobs available for 3,800 people of employment age (16-64 years). As part of this strategy, a number of new sites are proposed for employment development in Burwell, to try and increase the stock of commercial premises. This includes employment allocations on Reach Road – see Policies BUR 2 and 3 below. A summary of employment potential on these sites is set out in the table below. The table also includes an estimate for additional home working employment in Burwell over the Plan period.

Additional jobs from these sites/sources alone could help to increase the level of self-containment in Burwell to an estimated 51% by 2031 (with 1730 jobs available for an estimated 3400 people of employment age)<sup>56</sup>. However, this is a conservative estimate and self-containment is likely to be higher, as it doesn't take account of other potential increases in jobs in the village from existing businesses, schools, shops and levels of home working.

*Employment potential on new sites in Burwell*

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

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

<sup>55</sup> Source ONS 2009

<sup>56</sup> Future population estimate as provided by Cambs County Council Research Group, based on the housing trajectory

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Large-scale new employment development should be focused in the allocated employment sites – in order to facilitate their development, ensure suitable access, and minimise impact on the setting and character of Burwell. However, small-scale employment schemes that come forward on the edge of Burwell may be supported in principle as well as extensions to existing businesses and proposals involving the re-use of existing rural buildings – subject to Policies EMP 2, EMP 3 and EMP 4.

**Employment allocation – land at Reach Road**

The site is located on the southern side of Reach Road, directly adjacent the Meadow View Business Park and is currently uncultivated. The eastern boundary of the site is bordered by Reach Road and the western boundary of the site borders farmland. The site was identified as a potential area for employment development in the Core Strategy (2009) and the Burwell Masterplan (2013).

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

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

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

**Policy BUR 2: Employment allocation, land at Reach Road**

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

Development proposals will be expected to:

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

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#### **Employment allocation – former DS Smith Site, Reach Road**

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

The old factory building remains on the site, now in a derelict state, and the site is overgrown. The site is bordered to the south-east by housing. To the north is an existing employment area and Burwell Fire Station, and to the west of the site is 'Paulines Swamp', a County Wildlife Site.

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

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

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

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

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

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

Development proposals will be expected to:

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

#### **Village Centre**

Burwell has a historic village centre which provides a range of food (convenience) and non-food (comparison) shops, pubs, community facilities and other services. The current key attractors

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include Barclays Bank, Lloyds Pharmacy, Post Office and the Co-operative store. There are also a number of important community facilities in and around the centre, including the churches, library, Sports Centre, and the Mandeville Hall and Gardiner Memorial Hall meeting rooms. There is no main shopping area, but shops appear in clusters in the core of the village along High Street, The Causeway and North Street.

The village centre appears to be performing well, given the population of Burwell and its catchment area. Whilst it provides a good range of community facilities, there is a fairly limited choice of shops, restaurants and cafes. It is important to retain the existing retail and commercial employment uses in the village centre and support opportunities for expansion to ensure it continues to fulfill its service centre role for residents and neighbouring communities – see Policy BUR 4. More parking is also needed near the shops and services as the current public car park is heavily used and should be retained. It will also be important to protect existing community facilities in the village centre. As set out in Chapter 7, the loss of community facilities will be resisted under Policy COM 3.

#### **Policy BUR 4: Burwell Village Centre**

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

- Existing retail units within Burwell village centre are to be retained. The conversion or redevelopment of existing retail units to other uses (particularly housing) will be discouraged in accordance with Policy COM 3.
- Proposals for additional retail and village centre uses in Burwell will be encouraged.
- Enhanced pedestrian and cycle routes and cycle parking to be provided within the village centre.
- The current public car parking at Burwell Ex-Servicemen's Social Club should be retained for its current use.
- Privately owned car parks and car parking areas located in or close to Burwell village centre should be retained – unless applicants can demonstrate that alternative provision of equivalent value can be made to off-set any loss.

#### **The Weirs/Riverside**

The Weirs form the boundary of the village on the western side of the village. This is an attractive area, which at present is spoilt by litter and dumping. Burwell Lode was significant in the historic development of this area. The Weirs provides an attractive footway that could be developed to form part of a village trail to trace the former industrial history of the village. There is also scope to promote the natural history and biodiversity of the locality. Further details relating to strategic green infrastructure are set out in Policy COM 5 in Part 1 of the Local Plan.

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

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

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**Policy BUR 5: The Weirs/Riverside**

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

Development proposals in the area, associated with the provision of river or recreation facilities will generally be supported.

All development proposals adjacent to or in the vicinity of The Weirs/Riverside area will be expected to:

- Be sensitively designed and in scale with the character of the area.
- Demonstrate that the development is consistent with the objectives of the Anglian River Basin Management Plan.
- Improve pedestrian and cycle access links to this area.
- Improve the appearance and setting of the area; and
- Demonstrate through a Transport Assessment that additional traffic generated can be accommodated and mitigated.

**Infrastructure and community facilities**

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

As outlined in Chapter 3, the District Council will continue to work with infrastructure providers to enable the delivery of necessary of infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

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

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

<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Extension to Primary school	The Causeway	Cambs County Council		Temporary extension granted 2012 – more permanent expansion to be determined.
Limited expansion of either or both Soham and Bottisham Village	Soham/ Bottisham	Cambs County Council		Limited expansion required. To be included in future County Council capital programme.

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### Part Two: Village/Town Visions

Colleges				
Early years facility	TBC	Private provider	TBC	NK
Exning Bridge	Newmarket Road	Cambs County Council/Suffolk County Council		Provision of a safe foot/cycle path around the bridge.
Outdoor Sports facilities	Newmarket Road	Cambs County Council		Consolidation of outdoor sports pitches, car parking and changing facilities on Newmarket Road housing allocation site (see Policy BUR 1).
New link to create Burwell Circular walking/cycle route	Newmarket Road	Developer		Provision of foot/cycle path link from Newmarket Road to Ness Road (see Policy BUR 1).
Improvements to riverside usage, appearance and access	The Weirs	Various		Possible modest Marina type development adjacent to Burwell Lode. Other improvements as set out in Policy BUR 5.
Burwell Lode Bridge	Harrisons Drove	National Trust/Cambs County Council		Provision of a dual purpose bridge for cyclists, pedestrians and equestrians over Burwell Lode.
Expansion of Doctors Surgery	Newmarket Road	NHS Trust		An extension to the existing surgery premises may be necessary to meet demands of new population.

### Spatial Strategy for Burwell (see Inset Map 8.8)

## 8.9 Chettisham



© East Cambridgeshire District Council

### Description of Chettisham

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

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

### Key statistics

Chettisham	
<i>Population</i> <sup>57</sup>	170
<i>Dwellings (est.)</i> <sup>58</sup>	70
<i>New dwellings built 2001-13 (net)</i>	2
<i>Estimated new dwellings 2013-31</i> <sup>59</sup>	2
<i>Employment</i>	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	Regular bus service Mon – Sat between Littleport and Cambridge.

### Housing

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

<sup>57</sup> Population for Chettisham (mid-2012), Cambridgeshire County Council Research Group.

<sup>58</sup> Dwellings for Chettisham (mid-2012), Cambridgeshire County Council Research Group.

<sup>59</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

**Part Two: Village/Town Visions**

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

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

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

**Employment**

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

No new employment allocation sites are proposed on the edge of Chettisham. As part of the development of the North Ely area, an extension is proposed to Chettisham Business Park (see the Ely Vision for further details). 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.

**Infrastructure and community facilities**

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

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

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

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

**Spatial strategy for Chettisham (see Inset Map 8.9)**



**8.10 Cheveley**



© Mike, geograph.org.uk

**Description of Cheveley**

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

The central part of Cheveley has been designated a Conservation Area and contains an early 14<sup>th</sup> Century church and a number of thatched cottages.

Cheveley has a good range of local services including a church, post office, village store, public house, primary school, community room (within the school) and recreation ground. There is a regular bus service to Newmarket. The parish of Cheveley also includes part of the suburbs of Newmarket. A separate Vision for this area is included in the Plan – see section 8.25 below.

**Key statistics**

Cheveley	
<i>Population</i> <sup>60</sup>	980
<i>Dwellings</i> <sup>61</sup>	460
<i>New dwellings built 2001-13 (net)</i>	41
<i>Estimated new dwellings 2013-31</i> <sup>62</sup>	69
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	A regular service to Newmarket (Mon-Sat)

**Housing**

Cheveley is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. This may include development on the derelict ‘Home Office bungalows’ site on the southern edge of the village. Additionally, two new housing allocation sites are

<sup>60</sup> Population for Cheveley village, Cambridgeshire County Council Research Group (mid-2012).

<sup>61</sup> Dwellings for Cheveley village, Cambridgeshire County Council Research Group (mid-2012).

<sup>62</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes supply from rural exception windfall sites.

**Part Two: Village/Town Visions**

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proposed for approximately 20 dwellings – on land to the rear of Star and Garter Lane, and land between 199-209 High Street. Details of the allocation sites are set out in the section below.

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

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

The site is located close to the village centre, and is currently open farmland. The allocation site is not visible from the main road. However, development should be designed to minimise the impact on the amenity of adjacent properties.

Vehicular access to the site will need to be provided off Star and Garter Lane. This is a private drive and the Highway Authority has advised that the access is suitable to accommodate up to 2 dwellings.

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

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

Development proposals will be expected to:

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

**Housing allocation – land between 199-209 High Street**

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

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

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

Approximately 0.75 hectares of land is allocated for residential development on land between 199-209 High Street for up to 18 dwellings.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Cheveley.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and the open countryside.
- Provide safe vehicular access from High Street; and
- Comply with the other policies of the Local Plan.

**Employment**

Local employment is focused on the horseracing industry, with several stud farms located around the village including Fittocks Stud, Brook Stud, Glebe Stud, Farmers Hill Stud and Sandwich Stud. There are also a number of businesses within and on the edge of 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 Cheveley. However, suitable new employment proposals on the edge of the village, will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

**Infrastructure and community facilities**

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

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

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

**Spatial strategy for Cheveley (see Inset Map 8.10)**

**8.11 Chippenham**



© Chippenham Parish Council

**Description of Chippenham**

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

To the south of the village is Chippenham Park, a historic estate with vast grounds. Chippenham Fen is located to the west of the village and is designated as a Site of Special Scientific Interest and a Special Area of Conservation.

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

**Key statistics**

Chippenham	
<i>Population</i> <sup>63</sup>	500
<i>Dwellings</i> <sup>64</sup>	240
<i>New dwellings built 2001-2013 (net)</i>	10
<i>Estimated new dwellings 2013-31</i> <sup>65</sup>	3
<i>Employment</i>	To be confirmed following publication of 2011 census
<i>Existing public transport services</i>	Public transport is limited in the village with a Mon-Fri commuter bus service to Newmarket, and one bus service to Newmarket that runs on a Tues and Saturday morning.

<sup>63</sup> Population for Chippenham parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>64</sup> Dwellings for Chippenham parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>65</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

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

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

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

**Employment**

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

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

**Infrastructure and community facilities**

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

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

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

Other suggestions by residents are to increase the amount of school places and to improve the recreational facilities and open spaces within the village to cater better for the younger population as well as families. The District Council will work with the County Council and Parish Council to explore options and secure funding for improvements to community facilities and transport

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infrastructure within Chippenham. A good broadband connection was also identified as a community priority. The District Council is already working with Cambridgeshire County Council to address this issue across the district through the Connecting Cambridgeshire project.

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

**Spatial strategy for Chippenham (see Inset Map 8.11)**

## 8.12 Coveney



### Description of Coveney

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

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

### Key statistics

Coveney	
Population <sup>66</sup>	240
Dwellings <sup>67</sup>	100
New dwellings built 2001-13 (net)	2
Estimated new dwellings 2013-31 <sup>68</sup>	4
Employment	To be confirmed following publication of 2011 census data
Existing public transport services	Service to Ely (Thursday only) (as at June 2012)

### Housing

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

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<sup>66</sup> Population for Coveney village (mid-2012), Cambridgeshire County Council Research Group.

<sup>67</sup> Dwellings for Coveney village (mid-2012), Cambridgeshire County Council Research Group.

<sup>68</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.



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

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

**Employment**

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

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

**Infrastructure and community facilities**

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

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

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

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

**Spatial strategy for Coveney (see Inset Map 8.12)**

## 8.13 Dullingham



© Tim Owen, Dullingham Parish Council

### Description of Dullingham

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

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

Dullingham has a range of facilities, including a primary school (shared with neighbouring Stetchworth), two public houses, a community hall (the Taylor Hall), a sports field and a children’s playground. The Ellesmere Centre in Stetchworth provides a variety of community facilities and is within walking distance, particularly from the eastern part of the village. Dullingham’s railway station is located about a mile from the village centre, and provides services to Cambridge-Ipswich, Newmarket and Bury St. Edmunds. The village has an infrequent bus service to Newmarket and Cambridge.

### Key statistics

Dullingham	
<i>Population</i> <sup>69</sup>	750
<i>Dwellings</i> <sup>70</sup>	320
<i>New dwellings built 2001-13 (net)</i>	23
<i>Estimated new dwellings 2013-31</i> <sup>71</sup>	12
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Regular bus services to Newmarket and Cambridge (Mon-Sat). Rail services to Cambridge, Newmarket, Bury St.

<sup>69</sup> Population for Dullingham parish, Cambridgeshire County Council Research Group (mid-2012).

<sup>70</sup> Dwellings for Dullingham parish, Cambridgeshire County Council Research Group (mid-2012).

<sup>71</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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Edmunds and Ipswich.

**Housing**

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

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

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

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

**Employment**

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

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

**Infrastructure and community facilities**

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

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

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The top priority is improvement to the main sewer. Other priorities include improvements to walking/cycling/riding routes, and village amenities.

The current community facilities in Dullingham (including the school, pub, sports field and playground) 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.

**Spatial strategy for Dullingham (see Inset Map 8.13)**

## **8.14 Ely**



© East Cambridgeshire District Council

### **Description of Ely**

**Ely** is England's second smallest city, and the main market town in East Cambridgeshire with a population of about 19,000<sup>72</sup>. Located in the Fens approximately 15 miles north of Cambridge, it is famous for its magnificent Norman cathedral known locally as 'The Ship of the Fens'. Rich in history, Ely was the stronghold of Hereward the Wake and home to Oliver Cromwell. Ely is an important tourist destination for day trips, and has a range of other attractions including the attractive riverside, the award winning Jubilee Gardens, Ely Country Park and Ely Museum.

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

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

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

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<sup>72</sup> Source: Population of Ely City, 19,180 (mid-2012) Cambridgeshire County Council Research Group.

### Part Two: Village/Town Visions

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distance to the centre. However, pedestrian and cycle networks are fragmented and incomplete and require re-design improvement in many locations.

#### Key statistics

Ely	
Population <sup>73</sup>	19,180
Dwellings <sup>74</sup>	8,340
New dwellings built 2001-13 (net)	2,299
Estimated new dwellings 2013-31 <sup>75</sup>	3,948
Employment <sup>76</sup>	8,000
Existing public transport services	Mainline railway station with services to Cambridge, London, Peterborough, the Midlands and the North-west. Regular bus services within Ely and to Cambridge, Chatteris, Newmarket and surrounding villages.

#### A vision for Ely

A vision for Ely in the year 2031 is set out below – followed by a set of strategic objectives to deliver and facilitate the vision. The vision provides clear direction for development in Ely and has been developed from the key characteristics and issues described above, and through consultation on the Local Plan. It has also been informed by the ‘Ely Masterplan’ (adopted 2010), which aimed to provide a holistic vision to help ensure that Ely develops in a coordinated, planned and integrated way. The Ely Masterplan can be viewed at [www.eastcambs.gov.uk](http://www.eastcambs.gov.uk). The vision and policies in the Ely Town Vision have also been informed by the Ely Environmental Capacity Study (as referred to in paragraph 6.2.4). This Study provides a detailed assessment of the landscape character of Ely and its environs, including an analysis of the distant and near views of Ely Cathedral. The Study remains an important part of the evidence base informing the Local Plan and planning applications, and is due to be updated in 2015.

#### Ely vision statement

Ely will develop into a special 21<sup>st</sup> century cathedral city and Cambridgeshire market town that respects the national and international importance of its historic environment, with a thriving city centre and great quality of life for its residents. Development will respect the city’s distinctiveness, which includes the historic core of the city, the green rural spaces in and around the city, the river and fen setting, the views of the cathedral, the character and compactness of the city and the strong local cultural and community network.

A sustainable urban extension to the north of the city will provide new housing and small business opportunities as well as helping to support a range of existing and new community facilities – including a new leisure centre and multiplex cinema, new primary schools, a new transport interchange and employment hub at the station, and an extended Country Park. Major improvements to the A142 between Angel Drove and Stuntney Causeway alongside other transport solutions will help to reduce congestion in the station area and aid economic growth. The city’s strategic location will be attractive to employers wishing to establish or expand on newly serviced employment areas on the outskirts of the city, offering a range of job opportunities to local

<sup>73</sup> Population for Ely City, Cambridgeshire County Council Research Group (mid-2012).

<sup>74</sup> Dwellings for Ely City, Cambridgeshire County Council Research Group (mid-2012).

<sup>75</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

<sup>76</sup> Source: ONS 2009

people.

### **Ely strategic objectives**

1. Improve and extend the city centre, to meet the needs of an expanded population and provide a revitalised and vibrant hub that is attractive to residents and visitors alike, creatively using and supporting its heritage assets.
2. Protect and enhance Ely's 'distinctiveness', with all new development responding positively to the unique character of this historic city, and respecting the setting and views of Ely Cathedral (with regard to the Ely Environmental Capacity Study and subsequent updates).
3. Achieve sustainable growth and widen housing choice with an exemplar urban extension to the north.
4. Regenerate the area around the railway station to deliver a vibrant, mixed-use area, and enhance the riverside area of the city.
5. Enable easy access to key destinations with improved walking and cycling routes and public transport services, including a new transport interchange at the railway station and major improvements to the A142 between Angel Drove and Stuntney Causeway to reduce congestion.
6. Support the retention and creation of local jobs to reduce the current high levels of out-commuting, by retaining and expanding existing employment sites such as Lancaster Way Business Park, developing new locations for business and supporting enterprise e.g. at North Ely, the Station Gateway area and Octagon Business Park.
7. Provide enhanced infrastructure and facilities, from district-wide facilities to serve the wider rural community to local facilities of an appropriate scale to serve neighbourhoods. This should include the provision of 2 new primary schools, and a new sports and leisure village off Downham Road.
8. Protect and enhance the rural setting of Ely, and create a strategic network of green spaces on the eastern edge of the city, including an extension to Ely Country Park, which improves accessibility and has regard to the enhancement of biodiversity and geodiversity of designated sites which are of national/international significance.
9. Protect and enhance the historic environment, particularly in the city centre.
10. Respond to climate change, taking opportunities to make the city resilient for the future including sustainable drainage systems and low carbon development.

### **Housing and employment strategy**

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

#### Housing

A development envelope has been drawn around Ely to define the built-up part of the city where housing development may be permitted. The purpose is to prevent sprawl into the open countryside. 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 Policies GROWTH 2, and other Local Plan policies as appropriate.

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

It is estimated that a total of about 4,043 dwellings could be provided in Ely between 2011 and 2031. It is hoped that the additional population will be able to support a comprehensive range of services and facilities and provide much needed investment in infrastructure. A summary of this total additional housing supply is set out in the table below (source: ECDC Annual Monitoring Report March 2014).

*Estimated housing supply in Ely 2011-31(source: Housing Supply Paper September 2014)*

Housing Sources	Number of dwellings
Completions 2011-13	95
Outstanding commitments at 31.3.13	145
Large potential sites	56
Small windfall sites	68
Allocations	3,679
<b>TOTAL</b>	<b>4,043</b>

### Employment

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

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

The key economic challenges facing Ely are:

- The significant imbalance between homes and jobs. Out-commuting is a key concern with a large proportion of residents leaving Ely to work (Census, 2001). The Ely New Estates Survey 2007 suggests that the level of out-commuting from new estates may be as high as 70%.
- The lack of new services, facilities and infrastructure developed over the past decade.
- The shortage of high quality office accommodation.

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



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*Recommended jobs targets for strategic sites*

<b>Site</b>	<b>Site area and recommended mix of uses</b>	<b>Potential number of jobs</b>	<b>Jobs Target</b>	<b>Strategic Policy</b>
Lancaster Way	40.4ha: 75% B8, 25% B2	2242	1973	ELY 11
North Ely	B1, B2 and B8 – minimum of 2.8 ha	1511	1300 - 1500	ELY 1
Station Gateway	B1 and B2 – broadly equivalent to 3.8ha	899	Minimum of 800	ELY 7 and ELY 8
Octagon Business Park	B1, B2 and B8 – 1.92ha	483	417	ELY 9
Ely Road and Rail Distribution Centre	12ha: 90% B8, 10% B2	533	469	ELY 12
<b>TOTAL</b>		<b>5,668</b>	<b>5,059</b>	

In total, these sites could deliver around 5,000 jobs to 2031, with an additional 200-400 jobs expected to come from an increase in homeworking. This could increase the level of self-containment within the city.

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

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

**Housing-led sustainable urban extension - North Ely**

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

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

The site is divided into two distinct parcels of land, one owned by the Church Commissioners and the other by a consortium of landowners and covers some 210 hectares of greenfield land to the north of Ely, bounded to the west by the A10, to the north-east by the railway line and to the north-west by the small hamlet of Chettisham. The southern part of the site is adjacent to an area of Ministry of Defence land to the east of the Princess of Wales Hospital.

The North Ely Development Framework (adopted as Council policy in 2011) sets out eight broad development principles to guide the comprehensive development of North Ely to ensure that it

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becomes a sustainable and high quality new neighbourhood. Proposals should accord with all eight principles:

#### *1. Integrating green space into the structure of the development*

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

#### *2. Creating strong links to the city and beyond*

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

#### *3. Locating key facilities close to housing to maximise walking and cycling opportunities*

Two local centres are proposed. The larger centre at the Lynn Road junction will provide a comprehensive range of local services and facilities including a primary school, a modest amount of retail / commercial space, community uses and public open space. Buildings and spaces should be designed to maximise social interaction, including the development of active frontages which have a positive relationship with the new east-west link road. There should be space for cycle and footpaths as well as sufficient cycle parking. The visual impact of car parking areas should be minimised. A smaller local centre should be delivered at the Cam Drive junction. This will provide small-scale 'top-up' shopping facilities and services within easy walking distance of homes. The centres should also be a focus for employment provision, strengthening their role as a vibrant community hub.

#### *4. Providing a range of homes and community facilities for all ages*

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

#### *5. Reinforcing the special quality and character of Ely through high quality design*

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

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infrastructure, locally distinctive features or buildings, and incorporation of key views of Ely Cathedral and the wider landscape. Developers should also consider using different architects and design approaches as a way of achieving variety. The construction of a 'bland, characterless housing estate', which could be anywhere in the country will not be acceptable.

*6. Offering a range of local jobs*

The site will need to provide a range of employment uses to complement the scale of housing growth and add value to Ely's employment offer. Part of this provision will be facilitated through an extension of approximately 2.8 hectares to the Chettisham Business Park for B1, B2 or B8 development. Business units should also be included in the local centres providing potentially around 3,000m<sup>2</sup> of offices and business incubation/start-up space and live/work units. The creation of jobs from other uses such as education, retail and community facilities and the facilitation of homeworking should also be maximised. In total, the scheme offers the potential to deliver around 1,300-1,500 jobs.

*7. Striving to meet the highest environmental standards*

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

*8. Grouping together facilities and encouraging shared services*

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

Delivery

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

The District Council has produced a North Ely Supplementary Planning Document (to be adopted in 2014) which sets out the broad location of land uses, roads, services, open space and landscaping, and examines principles such as access and movement, built form and phasing. The SPD has been informed by previous work, including the North Ely Development Framework (adopted as Council policy in 2011) and the Joint Strategic Masterplan prepared by the landowners in 2013. The SPD provides further detail on how the site will deliver the key aims of Policy ELY 1

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

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

- Up to 3,000 dwellings
- 2 Primary schools with pre-school facilities
- Sufficient employment uses to deliver approximately 1,300-1,500 jobs. This should include a minimum of 2.8 hectares of employment land for B1/B2/B8 uses which incorporates an extension to Chettisham Business Park
- Two local centres, providing retail and community facilities
- An extension of Ely Country Park

A Strategic Masterplan for the whole site is important to deliver exemplary development<sup>77</sup> as well as being needed to provide context for consideration of planning applications. This context is provided by the North Ely Supplementary Planning Document.

Development proposals will be expected to:

- Be exemplar, showcasing best practice of a quality that would be recognised nationally and that stands comparison with the city's existing heritage.
- Demonstrate a phased approach to development so that jobs, facilities and infrastructure are delivered alongside housing.
- Provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development, including a proportion of Lifetime Homes and a minimum of 5% self-build properties.
- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3.
- Provide sufficient employment-generating uses to deliver approximately 1,300-1,500 jobs, and demonstrate that the number of jobs that can be provided on-site has been maximized.
- Pay particular attention to layout, scale, height, design and massing to ensure that the development complements and reinforces the special quality and character of Ely. Proposals will be required to:
  - Take account of design guidance set out in the North Ely Development Framework (2011) / subsequent SPD..
  - Take account of approved Design Codes (or other mechanisms employed) to ensure high quality and locally distinctive design.
  - Adopt a varied urban design/architectural approach across the site, with strong legibility and permeability e.g. through the creation of different 'neighbourhoods' and 'character areas', green infrastructure, locally distinctive features or buildings, open spaces and incorporation of key views of Ely Cathedral and the wider fen landscape.
  - Address how development on the edge will successfully integrate with the existing built form and landscape including the Princess of Wales Hospital, Ely Country Park, and the wider fen landscape.
  - Create a clear green buffer between the development and Chettisham to maintain its distinctive identity and prevent coalescence.
  - Maximise opportunities for walking and cycling by giving careful consideration to the location of key uses. Demonstrate that all homes are within a 5-minute walk of a local centre.

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<sup>77</sup> See Glossary for details.

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- Integrate sufficient on plot, on-street and off-street car and cycle parking into the scheme without creating excessive areas of surface car parking, recognising that levels of car ownership are high.
- Provide a 'heart' for the development in the form of a mixed-use area focused around the interface between Highflyer Avenue and Lynn Road, comprising shopping facilities to meet the day-to-day needs of North Ely residents and a range of other community / employment uses which create vitality and generate footfall. Another local centre with corner shop type 'top up' shopping facilities should be provided in the Cam Drive area. The two local centres should jointly provide up to 1000m<sup>2</sup> of convenience and up to 1000m<sup>2</sup> comparison net retail floorspace.
- Provide 2 new primary schools with pre-school facilities through Section 106 agreements. One in the Cam Drive area and one within the central mixed-use area. Provide a minimum 30% of the total gross site area as green infrastructure / public open space by: bringing green space into the development, delivering an extension to Ely Country Park (incorporating a mix of habitats and uses), creating green buffers to Chettisham and the A10, locating allotments in accessible locations and maximising opportunities to incorporate small-scale features including green roofs, living walls, street trees and small irregular green spaces. Maximise opportunities to make green spaces multifunctional e.g. recreation and health, food production, biodiversity, and climate change mitigation.
- Undertake a project level Habitats Regulation Assessment screening. Where this identifies a likely significant effect, applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process, to ensure there will be no adverse effect on European sites.
- Submit sufficient information, in consultation with Natural England, to explore the implications of development upon designated sites at national level and to address in particular the impact of additional visitor numbers within the Country Park and any extension, and to propose possible mitigation measures where appropriate to ensure there are no adverse impacts.
- Create strong transport links to the city centre and other key attractors such as the station, river, proposed Leisure Village and Lancaster Way by incorporating safe and attractive walking and cycling routes and high quality public transport infrastructure. The main east-west link between Thistle Corner and the A10 should take the form of a tree-lined avenue (Highflyer Avenue), fronted by development.
- Complete a feasibility assessment of the potential for significant on-site renewable energy provision (above any provision required to meet national standards). Where the feasibility assessment demonstrates that on-site renewable energy provision is both technically feasible and financially viable, this will be required as part of the development.
- Demonstrate that there is adequate capacity in the foul sewerage network.
- Demonstrate that potential noise impacts from the A10 can be adequately mitigated.
- Take account of the North Ely Supplementary Planning Document; and other policies of the Local Plan.

### City centre sites

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

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

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

The Council's vision is for the city centre to be expanded and improved, offering opportunities to bring additional people into the city centre, encouraging a more lively evening economy as well as a more viable retail offer. The city centre should remain a focus for A1 retail uses since they draw pedestrians. All proposals for development within Ely City Centre should accord with Policies COM 1 and COM 2. It will also be vital to ensure that any new retail developments developed outside the city centre adhere to Policy COM 1 which seeks to protect the vitality and viability of the city centre.

The Council's 2012 Retail Study identifies a need for an additional 6373m<sup>2</sup> of comparison (non-food) retail floorspace and 995m<sup>2</sup> of convenience (food) retail floorspace within Ely to 2031. However, these estimates are based on maintaining the current leakage rates<sup>78</sup> (76% for comparison and 44% for convenience spend).

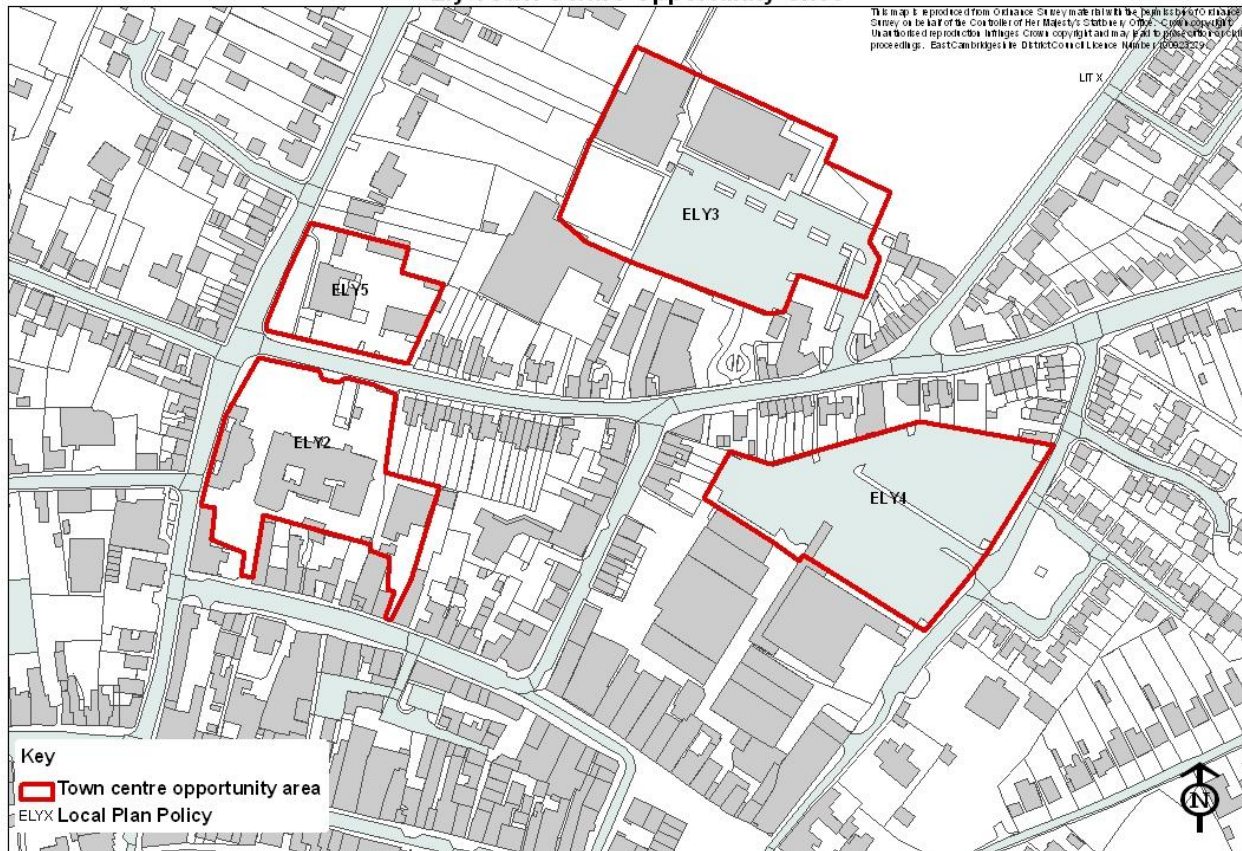
Four potential redevelopment areas were identified for city centre expansion following the Ely Masterplan (2010), as listed below and shown on the map overpage. The Grange and the Waitrose site are likely to offer potential for retail development, which should help to significantly improve the retail offer of Ely city centre. However, at this stage, the capacity of the Grange site only has been fully assessed (with estimated potential for 4200 m<sup>2</sup> of comparison floorspace). The other two sites are likely to offer potential for a mix of residential, office and community/leisure uses. Further details are set out in the following sections.

- The Grange, Nutholt Lane (see Policy ELY 2)
- Paradise area (see Policy ELY 3)
- Waitrose carpark area (see Policy ELY 4)
- Police/ambulance stations, Nutholt Lane (see Policy ELY 5)

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<sup>78</sup> In retail, leakage occurs when members of a community spend money outside that community. For example, at present 76% of the money spent on non-food goods by the Ely community is not spent within the city.

**Ely Town Centre Opportunity Sites**



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

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

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

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

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

It is estimated that the site could provide 50 residential units (or office accommodation) and approximately 4,200m<sup>2</sup> of retail / food and drink floorspace – approximately 50% of Ely’s identified retail need. The timing of development of The Grange site will require the prior relocation of the District Council offices and coordination with the development of other potential city centre sites.

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

*Development Framework and illustrative concept for The Grange*



*Development Framework showing key pedestrian routes and development blocks*

*Illustrative concept (ground floor land uses)*

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

Approximately 0.7 hectares of land is allocated for a retail-led / mixed use development on land at The Grange, Nutholt Lane, comprising:

- Approximately 4200m<sup>2</sup> of comparison retail floorspace.
- Approximately 50 dwellings, mainly provided in flats above (or a mix of dwellings and offices).
- A new public open space to the rear of Sessions House.

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



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Development proposals will be expected to:

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

**Housing-led / mixed-use allocation – Paradise area**

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

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

The District Council has aspirations for the area to be comprehensively developed as a mixed-use scheme incorporating residential, car parking and possibly community uses. Housing is considered to be the most appropriate primary use for the Paradise Pool/Newnham Street car park site given its location in a primarily residential area whilst the Bowls Club site could be suitable for a multi-storey car park. The Paradise field would be retained as a key community facility and area of amenity space. It is estimated there may be capacity for 64 dwellings – but this is dependent on which areas become available, and further masterplanning work.

Other important considerations for any comprehensive scheme would include:

- Provision of improved pedestrian links to the city centre.
- Maintaining the existing level of green open space.
- Ensuring that development is appropriate for Ely Conservation Area and does not obstruct key views of the cathedral.

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- Provision of a positive frontage to overlook Paradise field.
- Exploring provision of a new vehicular access to the site from Deacon's Lane.
- Provision of multi-storey car parking, in order to support the city centre.

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

**Policy ELY 3: A Vision for Paradise area**

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

**Retail-led / mixed use allocation – Waitrose carpark area**

Waitrose is located off The Cloisters shopping precinct on the edge of the city centre, and has a large surface carpark. There is a need to retain carparking in this location, to serve Waitrose and the town centre. However, as the carpark area is currently surface only, it represents fairly inefficient use of space – and it is considered that there may be potential for the redevelopment of the area to provide additional retail floorspace as well as carparking. Development on this site would provide a logical extension to The Cloisters retail development, and could provide potential for either an extension to Waitrose or the provision of a mix of retail stores, including some large format units. There may also be some potential for the provision of offices, community uses and some flats on the upper floors.

The District Council has aspirations that this area will be comprehensively redeveloped in the future. However, at present there are no firm proposals by the John Lewis Partnership to redevelop the area, and it is not clear when this vision may be realised. As the delivery timescales are unclear, the policy below sets out a vision for the area and key principles which redevelopment schemes will need to accord with.

As part of any redevelopment scheme it will be important to improve the accessibility and permeability of the site – particularly to the north and west where access is currently poor. Opportunities should be explored to create new pedestrian and cycle links to Nutholt Lane and/or Newnham Street – potentially via land at 44 Nutholt Lane, or other locations. This could help to facilitate the creation of a new town centre pedestrian circuit, as well as enabling better access to the residential areas to the north.

Carparking could be partly re-provided on the site using an element of multi-storey provision. If a reduction in carparking spaces is proposed, the applicant will need to demonstrate provision of

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additional parking spaces close by – for example, on land in the Paradise area (see Policy ELY 3). Improved pedestrian links via Nutholt Lane will be an important part of this concept.

**Policy ELY 4: A Vision for the Waitrose carpark area**

The Waitrose carpark area will be redeveloped as a retail-led mixed use scheme, providing new retail floorspace and carparking. There may also be potential for the provision of offices, community uses and flats on upper floors. The development will enhance Ely Conservation Area and be sympathetic to the setting, appearance and character of the historic setting, including incorporating views of Ely cathedral.

Carparking should be re-provided on-site to serve Waitrose and the city centre, potentially using an element of multi storey provision. If less carparking is provided than current levels, applicants will need to demonstrate that suitable alternative parking provision is available nearby for town centre requirements.

Options to improve the permeability of the site and pedestrian and cycle linkages should be explored. This should include the creation of a new link to Nutholt Lane if feasible.

**Housing led / mixed use allocation – north of Nutholt Lane**

This site is currently occupied by the Police and Ambulance stations. There are no current plans for the re-location of these facilities. However, this Plan covers the period up to 2031, and it is possible that one or both of these units may wish to move over this period – potentially to provide improved facilities without constrained highways access. As delivery timescales are uncertain, the policy below provides a vision for the area and key principles which redevelopment schemes will need to accord with.

It is considered that the site is suitable for residential-led development, but also potentially incorporating a mix of offices and community uses. As the site is located to the north of Nutholt Lane, it is considered to be less suitable for retail development. Suitable new locations will need to be secured for the relocated Police and Ambulance stations. It is broadly estimated that there could be potential for about 30 dwellings on the site, but this is subject to further design work.

Any redevelopment scheme should be sensitively designed, and be sympathetic to the Conservation Area and historic setting. As an important landmark site at a crossroads, the design of the scheme should be noteworthy, and incorporate a positive and attractive frontage onto Nutholt Lane and Lynn Road. A mix of houses and flats may be accommodated within the scheme.

**Policy ELY 5: A Vision for land north of Nutholt Lane**

The area will be redeveloped as a residential-led scheme, which may also incorporate community, leisure or office uses. Redevelopment will be dependent on identifying suitable locations for the current users of the site.

The development will enhance Ely Conservation Area and be sympathetic to the setting, appearance and character of the historic setting, including incorporating views of Ely cathedral.

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The design of the scheme will maximise use of its landmark setting, and will provide a positive frontage onto Nutholt Lane and Lynn Road.

**Ely Market Square**

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

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

**Policy ELY 6: Ely Market Square**

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

**Station Gateway**

The Station Gateway is the area on the southern edge of the city around the railway station. The site covers an area of approximately 12.3 hectares and is bounded by the River Great Ouse to the east, the Cambridgeshire Business Park to the west, Ely railway station to the south, and residential development to the north. The railway station and the area to the north of Station Road lie within Ely Conservation Area. In addition to the railway station, the area currently contains a Tesco superstore, Standens Engineering, a car showroom and garages, vacant industrial units and other commercial enterprises.

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

There is an opportunity to make some major improvements to the area. The appearance of the Station Gateway could be improved by the re-development of selected sites, and significant improvements could be made to the environment with major improvements to the A142 between Angel Drove and Stuntney Causeway.

Transport infrastructure development will play a dominant role in the considerations for development of the area. There is an opportunity to provide more car parking in the area for commuters and visitors within a sensitively designed multi-storey car park near the station. In addition, major improvements to the A142 between Angel Drove and Stuntney Causeway will manage heavy traffic from Angel Drove and Station Road and reduce congestion. This will address

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existing severance issues by allowing greater pedestrian and cycle access to the city centre and river. These environmental improvements will make the site more attractive to investors, enabling a high quality redevelopment that would support the long-term sustainable expansion of Ely.

The Station Gateway area is in multiple ownerships, so sites may come forward at different times. The Council has identified four broad 'areas', as set out in Policy ELY 8 below. However, it will be vital to ensure that the redevelopment of each area contributes to the realisation of an overall vision. A strategic Masterplan for the whole Station Gateway area is currently being prepared by the District Council, to establish the broad location of land uses, open space and landscaping, and principles such as access and movement and built form. Once completed this will be adopted as a Supplementary Planning Document and used to guide planning application decisions on individual proposals. Development schemes will be expected to take account of the SPD, as well as Policy ELY 7 and the relevant sections of Policy ELY 8.

#### **Policy ELY 7: Employment-led / mixed-use allocation, Station Gateway**

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

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

- Approximately 32,700m<sup>2</sup> of employment floorspace (B1 and B2 uses) on an area broadly equivalent to 3.8 hectares (providing a minimum of 800 jobs).
- A new public transport interchange at the railway station.
- Small retail units (up to approximately 1,000m<sup>2</sup>) linked to the redevelopment of the railway station interchange.
- Approximately 400-630 residential units.
- Public open space, including public art.
- Carparking for occupiers/users of the site, and for the railway station.

A Masterplan is needed to provide context for consideration of planning applications in the area. This will be published as a Supplementary Planning Document. Development proposals for all sites within the Station Gateway area will be expected to:

- Take account of guidance set out in the Ely Station Gateway SPD.
- Comply with the relevant part of Policy ELY 8 which relates to particular areas.
- Support the creation of a public transport interchange at the railway station.
- Have particular regard to the layout, scale, height, design and massing of buildings, in order to create a strong coherent urban form, frame and protect views, increase accessibility to the River Ouse and Cathedral, minimise harm to Ely Conservation Area, and integrate development into the surrounding urban fabric.
- Support the creation of a successful mixed-use environment that is easy to navigate and attractive to both visitors and residents as a place to visit.

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- Develop new attractive, flexible and usable public spaces at key locations.
- Support the provision of a network of new pedestrian and cycle routes to Angel Drove and the riverside area to link with new development and promote the enjoyment and use of the river and park, including additional cycle storage and parking and improved signage.
- Provide easily accessible car parking which does not dominate the character of the area.
- Provide an element of affordable housing (currently 30%) for any housing element as required under Policy HOU 3.
- Maximise development value through high quality design and by exploiting views of the river and cathedral.
- Demonstrate that the development is consistent with the objectives of the Anglian River Basin Management Plan.
- Demonstrate that any flood risk can be adequately mitigated; and
- Comply with the other policies of the Local Plan.

**Policy ELY 8: Station Gateway visions by area**

The District Council will support proposals for individual sites which deliver development in line with the Station Gateway SPD and the vision for the area as set out in Policy ELY 7, and accord with the following site-specific visions/requirements:

**Area 1: Railway station, Tesco supermarket and petrol station**

This area should incorporate a new transport interchange for pedestrians, cyclists, buses and taxis at the railway station, along with associated multi-storey car parking and appropriate small-scale retail facilities. Potential for a secondary vehicular access into the station from The Dock/A142 roundabout should be explored. There is an opportunity to create a new public space / pedestrian route across the Tesco site from the station towards the town centre, taking advantage of long distance views of the cathedral. The re-location of the Tesco supermarket would allow the area to be comprehensively re-developed. The Octagon Business Park off Angel Drove (Policy ELY 9) may offer potential for its relocation – see Policy ELY 9 below. The wider site should be developed for high quality offices and some apartments/houses, and small-scale retail units associated with the station. The built-up area of the site should broadly comprise the following proportion of floorspace – residential 50%, offices 47%, retail 3%.

**Area 2: Hanson concrete, Westmill Foods, EMG Ford**

Sites in this area should be developed comprehensively for a mix of employment uses including offices - and apartments/houses. The built-up area of the site should broadly comprise the following proportion of floorspace – offices 33%, residential 67%. It will be important for proposals to respect the sensitive location adjoining the County Wildlife Site. Opportunities should be taken to enhance the permeability of the area, for example with new pedestrian and cycle links to Potters Lane and the County Wildlife Site.

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Area 3: Standens area

This area should be developed for a mix of uses including high quality residential development, offering views of the riverside – with some office or hotel development near Station Road and the railway line. The built-up area of the site should broadly comprise the following proportion of floorspace – residential 61%, offices or hotel 39%. Strong pedestrian links should be provided to allow people to navigate easily between the station and the riverside/city centre. Proposals should ensure the retention and enhancement of the existing boatyard/dock area.

Area 4: Angel Drove car park

The commuter car park will be redeveloped for employment uses (B1/B2 uses). Parking for commuters will be re-provided in multi-storey car parking within Area 1.

**Angel Drove - Octagon Business Park**

This site comprises approximately 16ha of uncultivated and vacant fenland on the edge of the city at the southern end of Angel Drove (the A142). The railway line forms the south-eastern boundary of the site, with Angel Drove on its north-western edge. The established Cambridgeshire Business Park lies to the north-east with open land to the south-west. The site is suitable for employment uses (B1, B2 and B8) and also for retail uses, where it is demonstrated through a Retail Impact Assessment that there would be no adverse impact on Ely city centre, and that other criteria in Policy COM 1 are satisfied. This site offers potential to: re-locate the Tesco supermarket away from the Station Gateway area; provide comparison retail floorspace for bulky goods not able to be accommodated in the city centre (but which will reduce leakage of comparison goods outside of the district); and to accommodate service uses such as a hotel (C1) and a public house (A4). Planning permission has been approved in principle for a scheme accommodating these uses (planning reference 13/00122/ESF), subject to agreement of conditions and an appropriate Section 106 agreement. The scheme involves the provision of approximately 1.92 hectares of B1/B2/B8 development, 13.44 hectares of retail development and 0.64 hectares for provision of a hotel and pub.

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

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

**Policy ELY 9: A Vision for Octagon Business Park**

The site will be redeveloped for employment uses (B1, B2 and B8), and retail development (e.g. for bulky retail goods or a supermarket), and other service uses (including C1 and A4). Proposals incorporating retail development will need to accord with Policy COM 1 and demonstrate through a Retail Impact Assessment that there will be no adverse impact on Ely city centre.

A Masterplan for the area will need to be prepared and submitted as part of any initial planning

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application for the site, and approved by the District Council.

Development will provide an attractive setting for this entrance into Ely, including the creation of a strong frontage along Angel Drove and consideration of the relationship of development to the Cambridgeshire Business Park. Substantial landscaping will reinforce the fen character of the site and minimise the visual impact of any car parking areas. A vehicular/pedestrian/cycle link to the Cambridgeshire Business Park will be incorporated and appropriate provision will be made for buses and taxis. The development of the site will need to be coordinated with the delivery of major improvements to the A142 between Angel Drove and Stuntney Causeway.

#### Downham Road sports and leisure hub

The Downham Road site lies on the north-western edge of Ely, close to large areas of housing in the north of the city (both existing and proposed). The site extends to approximately 7 hectares and is within the ownership of East Cambridgeshire District Council.

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

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

##### *Sports provision*

There is an identified need for a larger public swimming pool and sports centre within Ely to cater for the increased population in the district<sup>79</sup>. The existing Paradise Pool is reaching the end of its life and is in need of replacement; however, there is insufficient space on the site to deliver the size of facility that is now required for the district. Following a thorough process of assessment, evaluation and consultation, it was concluded that the new leisure centre would be best located on land adjacent to Ely Rugby Club at Downham Road.

Planning permission was granted in 2010 for a new district-wide leisure centre, providing public sport and wet/dry leisure facilities including a main pool, studio pool and splash pool, fitness suite and flexible sports hall that could also host occasional concerts or events. Any application for development will need to demonstrate how the site could be safely accessed on foot and by cycle from the built-up area of Ely, and mitigates the A10 barrier. The proposals will allow the delivery of a new and much needed facility within the short term whilst avoiding disruption to services on the existing Paradise site.

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<sup>79</sup> Sports Facilities and Open Spaces Assessment (2005)



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*Conceptual proposals, approved scheme*



*Cinema*

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

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

**Policy ELY 10: Leisure allocation, land at Downham Road**

Approximately 7 hectares of land is allocated for sports and leisure uses on land at Downham Road, to include:

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

If the leisure centre needs to be re-sited to accommodate the proposed cinema, then a masterplan for the whole site will need to be prepared and submitted alongside a planning application. This should include the creation of strong transport links into Ely and beyond, to encourage users to travel by foot, cycle and public transport. Any application for development will need to demonstrate how the site could be safely accessed on foot and by cycle from the built-up area of Ely, and mitigates the A10 barrier.

**Lancaster Way Business Park**

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

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

Outline planning permission has since been granted to extend the business park by 36.6ha for a mix of B1, B2 and B8 uses. This development will make Lancaster Way one of the largest business parks in the region.

The allocation for the Lancaster Way site has been extended to reflect the area that has planning permission, providing certainty for its continuing employment use. It is estimated that there is potential for an estimated 1973 new jobs to be provided on the site.

#### **Policy ELY 11: Employment allocation, Lancaster Way**

Approximately 40.5 hectares of land are allocated for employment at Lancaster Way for B1, B2 and B8 purposes. The area will need to be developed in accordance with the current or any subsequent planning permissions.

#### **Ely Road and Rail Distribution Centre, Queen Adelaide**

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

The site benefits from a direct link to the mainline rail network at an important interchange point within the East Anglia rail network. Currently the site provides 24,000m<sup>2</sup> of rail-connected warehousing, extensive hard standing and office accommodation.

An additional 12ha of land within the site is available for development. This area was previously used for the storage of motor vehicles and has an authorised use for general storage and distribution (B8 employment). Due to the historic use of the site, a Contamination Assessment will be required prior to development to demonstrate that any risk can be adequately mitigated. This area has potential to be redeveloped for a mix of B1, B2 and B8 uses, and to have capacity to provide an estimated additional 469 jobs. However, it should be noted that the Road and Rail Distribution Centre, plus some adjoining land, is identified in the Cambridgeshire and Peterborough Waste Plan as a Transport Safeguarding Area (reference T2F). In this area there is a presumption against any development that could prejudice the existing or potential use of the protected transport zone (as set out in Waste Policy CS23). Proposals will therefore need to have regard to this, and consultation will need to take place with the County Council as Waste Planning Authority.

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

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

### **Policy ELY 12: Employment allocation, Ely Road and Rail Distribution Centre**

Approximately 12 hectares of land is allocated for employment development (B1, B2 and B8 uses).

Development proposals within the allocated area will be expected to:

- Avoid any adverse impact on the adjacent County Wildlife Site, SSSI and Ely Country Park by providing appropriate landscaping treatment and other necessary mitigation measures.
- Demonstrate that any contamination on the site can be adequately mitigated.
- Have regard to the Transport Safeguarding Area designation, and avoid prejudicing the operations of the Rail and Road Centre (as set out in the adopted Cambridgeshire and Peterborough Waste Plan).
- Retain and enhance the public footpath link on the south edge of the site.
- Provide any necessary highway improvements to nearby roads; and
- Comply with the other policies of the Local Plan.

### **Ely Riverside area**

The riverside area of Ely is located on the east side of the city, in the vicinity of the River Great Ouse. It is a predominantly residential area, with historic character, and provides an attractive waterfront setting for the city. It also contains areas of open space, and a number of community and leisure facilities, including Jubilee Gardens, Pocket Park, the Maltings community hall, and a marina. The area provides opportunities for boating, walking, cycling and recreation, and is an important magnet for tourists and visitors to the city. There are a number of pubs and eating establishments in the area, which add to the area's attraction.

This area of Ely is considered to be key to the local tourist economy, and provides an important attraction for local people. The District Council is keen to increase the attractiveness of the area for visitors and residents, and to promote it as a destination. Proposals which provide new or enhanced tourist, community or leisure attractions in the area, and which accord with other policies in this Local Plan, will normally be encouraged and supported. Opportunities should also be explored to improve pedestrian and cycle links in the area, landscaping and the quality of the streetscape. Any development should respect the historic character of the area, and look at potential to enhance and improve the appearance of the area and the setting of the riverside. Views across the area towards Ely cathedral will be particularly important to retain and enhance.

### **Policy ELY 13: Ely Riverside area**

The quality and attractiveness of the riverside area should be protected and enhanced, as a key destination in the district. Opportunities should be explored to improve pedestrian and cycle links, landscaping and the quality of the streetscape.

Development in the area which provides new or enhanced tourist, community or leisure attractions,

and which accords with other policies in this Local Plan, will normally be encouraged and supported. All development proposals will be expected to:

- Be sensitively designed, and respect the historic character of the area.
- Protect and enhance the setting of the town.
- Retain and enhance key views of Ely cathedral; and
- Accord with other policies in this Local Plan.

### **Other infrastructure and community facilities**

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

As outlined in Chapter 3, the District Council will continue to work with infrastructure providers to enable the delivery of necessary infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

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

The key future infrastructure and service requirements for Ely are set out in 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 Ely to 2031.

#### *Transport*

In the face of continuing growth, the challenge presented to Ely's transport network is to sustainably support an economically vibrant, multi-functional city while preserving the unique character and heritage that gives Ely its identity. The compact nature of the city, particularly in the central historic area, acts as a constraint on the width of carriageway on many roads. This limits the scope for providing additional on-road infrastructure, such as dedicated cycle lanes and on-street parking bays. However, it will be important within these constraints, to consider the needs of all road users, and work towards improvements.

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

Ely is well connected to the national railway network, with services running regularly to a variety of destinations. Bus services connect Ely with a number of the villages in its rural hinterland. Only a small number of services currently run commercially and the rest are under contract to the County Council, and it is clear that there are pressures on subsidies. Several of the contracted services are only available on market day (Thursday). There is no bus station in Ely but the main bus stops in Market Street are served by all of the bus routes.

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Walking and cycling is vital to the delivery of a sustainable transport system. The compact nature of Ely and its relatively flat topography make it ideal for walking and cycling. However, there is a shortage of cycle infrastructure and a necessity for cycle routes to be heavily reliant upon the existing road system. Current levels of walking and cycling are low – in 2007, a study estimated that 80% of movements were by cars and taxis, 14% were goods vehicles and just 4% were soft modes – 3% walking and 1% cycling<sup>80</sup>. There is potential to increase these low levels of cycling, as proposed in the Ely Cycle Strategy (2013), produced by the Ely Cycle Campaign.

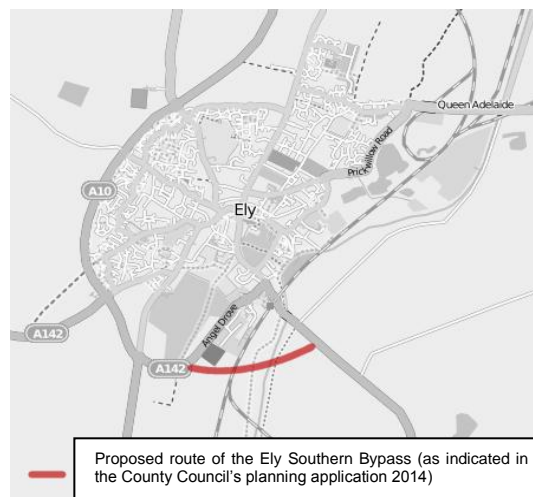
The key transport challenges facing Ely are<sup>81</sup>:

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

The A142 passes under the railway line via a low bridge, with lorries having to use a level crossing to the east. The level crossing is currently closed for around 35 minutes per hour and lorries queuing for the crossing block access to the underpass for other vehicles. On an average weekday 15,000 vehicles use this road, including 1,200 lorries<sup>82</sup> - causing significant rush hour delays.

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

Enabling growth to take place in Ely without undue congestion is essential to the future success of both the city and the region. The Council has ambitions to redevelop the station area as a key gateway to the city (Policies ELY 7 and ELY 8), including a new public transport interchange to promote greater use of sustainable travel modes. The unwelcoming environment is currently hindering this opportunity; in addition to causing congestion, the high volume of traffic creates severance between the railway station and the city centre for pedestrians and cyclists.



<sup>80</sup> Cambridgeshire County Council Traffic Monitoring Report, 2007

<sup>81</sup> Ely Market Town Transport Strategy, 2008

<sup>82</sup> A142 Ely Railway Crossing Option Assessment Report, Cambridgeshire County Council, June 2012

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In September 2012, the County Council considered five options including an underpass, traffic stacking system and three different routes for a bypass. The County Council identified the construction of a bypass spanning the River Great Ouse and railway to link Stuntney Causeway to Angel Drove as their preferred option for identifying the issues identified above. Planning permission for a bypass and associated works was granted by the County Council on the 8<sup>th</sup> September 2014.



*Route B photomontage view, Ely Setting Study (June 2012) (preliminary work prior to submission of the County Council's planning application 2014)*

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### Infrastructure needs

Infrastructure / facility	Location	Provider	Estimated delivery	Details
Major improvements to the A142 between Angel Drove and Stuntney Causeway	TBC	County Council	TBC	See previous page.
Upgrade to sewage treatment facilities	Sewage Treatment Works, Angel Drove	Anglian Water	2015	The Core Strategy proposed the relocation of the Cresswells Lane Sewage Treatment Works to the north of Ely. However, further investigation has concluded that relocating the works would not be a viable option. Upgrades will therefore be carried out the existing works on Angel Drove.
2 new primary schools	North Ely	County Council / developers	TBC	Facilitated as part of the North Ely development (see Policy ELY 1).
2 new pre-school facilities	North Ely	County Council / developers	TBC	Facilitated as part of the North Ely development (see Policy ELY 1), as appropriate.
Early years facilities	TBC	Private providers	TBC	NK
Enhanced post-16 facilities	TBC	County Council	TBC	Explore the implications for post-16 education needs.
Upgrade to Princess of Wales Hospital	Princess of Wales Hospital	NHS	TBC	NHS Cambridgeshire plan to upgrade the existing Princess of Wales Hospital with a larger Primary Care facility, providing suitable modern accommodation. The next stage is to calculate spatial requirements, followed by the production of a masterplan by the NHS.
Extension to Ely Country Park	North Ely	ECDC / Ely City Council / developers	TBC	Facilitated as part of the North Ely development (see Policy ELY 1).
New open space and play areas	Various	Developers	Various	Facilitated as part of new housing development schemes and through CIL contributions.
New roundabout on the A10	A10 / North Ely	Developers / County Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1).
New transport interchange	Railway station	County Council / Network Rail / ECDC	TBC	Future funding needs to be secured. CIL contributions could assist.
Streetscape enhancements in city centre	Market Place	ECDC / Ely City Council / developers	TBC	Funding to be secured. Could be facilitated via town centre development schemes or CIL.
Improvements to the pedestrian /	Various	County Council / developers	Various	Funding to be secured. Could be facilitated via specific

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<b>Infrastructure / facility</b>	<b>Location</b>	<b>Provider</b>	<b>Estimated delivery</b>	<b>Details</b>
cycle network				development schemes or CIL.

**Spatial strategy for Ely and Ely – Lancaster Way Business Park (see Inset Maps 8.14 and 8.15**



## **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 13<sup>th</sup> 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 provides an important green area between Market Street, River Lane and Mill Lane.

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	
<i>Population</i> <sup>83</sup>	2,770
<i>Dwellings</i> <sup>84</sup>	1,170
<i>New dwellings built 2001-13 (net)</i>	97
<i>Estimated new dwellings 2013-31</i> <sup>85</sup>	129

<sup>83</sup> Population for Fordham parish, Cambridgeshire County Council Research Group (mid-2012).

<sup>84</sup> Dwellings for Fordham parish, Cambridgeshire County Council Research Group (mid-2012).

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

### Housing

Fordham is likely to continue to grow, with new housing being built on suitable 'infill' sites within the village. Additionally, three 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 FRD 1, Policy FRD 2, and Policy FRD 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 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.

<sup>85</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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

0.6 hectares of land is allocated for residential development for approximately 10 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 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 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

**Housing allocation - 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 site 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

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pedestrian/cycle route, and any other necessary highway improvements.

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

**Housing allocation – land east of 67 Mildenhall Road**

The site is part of an open field, which is currently in arable use. The site adjoins the main part of the village, with residential properties to the west. It is bounded by open countryside to the rear and east, and forms part of a large gap site between the main part of the village, and the residential area around Eldrith Avenue. Mildenhall Road runs along a ridgeline that offers views to the north and the south – including good views across the site towards Isleham where there are gaps in the hedgerow. 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. Good quality landscaping will be needed, and this should include retention of as much original hedgerow as possible. It should also include provision of views across the site towards the north. 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.

The site contains a main sewer that passes along the frontage close to Mildenhall Road. Development on the site will need to take account of the sewer, and developers will be expected to liaise with Anglian Water to discuss requirements. Anglian Water has indicated that an easement of at least 3 metres will need to be provided either side of the main sewer. In addition, any crossing point for vehicular traffic will need to be designed in accordance with the current edition of 'Sewers for Adoption' Guide (under S.104 of the Water Industries Act).

**Policy FRD 3: Housing allocation, land east of 67 Mildenhall Road**

0.5 hectares of land is allocated for residential development for approximately 10 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.
- Be designed to allow provision for a view across the site towards the north.
- Provide safe vehicular access from one point off Mildenhall Road, a new crossing point for the pedestrian/cycle route, and any other necessary highway improvements.
- Take account of the main foul sewer which crosses the front part of the site, and liaise with

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Anglia Water to ensure requirements are satisfied. This is likely to involve provision of an easement of at least 3 metres either side of the sewer, and design of any vehicular crossing points in accordance with the current edition of 'Sewers for Adoption'.

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- 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 therefore 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 Policies FRD 4 to 8. 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.

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**Employment allocation - 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.

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 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 (see Policy FRD 5).

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 FRD 4, and ensure a high standard of comprehensive planning.

**Policy FRD 4: 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

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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 FRD 5 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 sewerage 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; and
- Comply with the other policies of the Local Plan.

**Employment allocation - 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. The vehicular access point should also have regard to the need to provide future access to the employment allocation on the south side of Snailwell Road (see Policy FRD 4).

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

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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 FRD 5, and ensure a high standard of comprehensive planning.

**Policy FRD 5: 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 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 FRD 4 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.
- Undertake a project level Habitats Regulations Assessment screening. Where this identifies a likely significant effect, applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process, to ensure there will be no adverse effect on European sites.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with the other policies of the Local Plan.

**Employment allocation - 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.



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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 FRD 4, 6, 7 and 8) 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 FRD 6, and ensure a high standard of comprehensive planning.

**Policy FRD 6: 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.

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- 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.
- Undertake a project level Habitats Regulations Assessment screening. Where this identifies a likely significant effect, applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process, to ensure there will be no adverse effect on European sites.
- Take account of the location of the National Grid's gas transmission pipeline in the design of the development and meet the requirements of the National Grid and the Health and Safety Executive relating to this issue.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with the other policies of the Local Plan.

**Employment allocation - 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 form and phasing. It will demonstrate how the site will deliver the key aims of Policy FRD 7, and ensure a high standard of comprehensive planning.

**Policy FRD 7: 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:

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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 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.
- Take account of the location of the National Grid's gas transmission pipeline in the design of the development and meet the requirements of the National Grid and the Health and Safety Executive relating to this issue.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with the other policies of the Local Plan.

**Employment allocation - 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 FRD 8, and ensure a high standard of comprehensive planning.

**Policy FRD 8: Employment allocation, land south of Landwade Road**

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

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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 sewerage 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 and expansion of the primary school	Work with County Council to ensure that the current shortage of spaces and need for expansion is fully considered and addressed within the next capital expenditure programme. This may involve the expansion of the school onto neighbouring land.
2	Improvements to pedestrian/cycle routes	Explore separation of cycle paths from footpaths along Mildenhall Road.  Work with neighbouring parishes to explore the provision of a cycle path from Fordham to Burwell to Cambridge, and Fordham to Newmarket.
3	Improvements to sports ground/open space	The following options have been identified as priority projects for future funding sources: 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.
4	Traffic calming/highway improvements/weight restrictions	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).  Improved road safety provision - particularly at school junction, Collin's Hill and through the centre of Fordham.  Provision of an additional bus stop on Newmarket Road near Horse Racing Forensic Laboratory.

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	Seek improvements to bus service – particularly for students travelling into or out of Cambridge.
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The top priority is the provision of more school places at Fordham Primary School, and the expansion of the school to cater for future additional demand. The County Council is currently (at April 2014) working with the school governors to establish the scale of future requirements, and to look at options for the expansion of the school. If the expansion cannot be catered for within the current school site, it may be necessary to expand onto land adjoining the school. The deliverability of expansion options will need to be fully investigated.

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.

**Spatial strategy for Fordham (see Inset Map 8.16) and Fordham – Employment allocations (See Inset Map 8.17)**

## 8.16 Haddenham



© Haddenham Parish Council

### Description of Haddenham

**Haddenham** is a large village on the west 'shore' of the Isle of Ely and is located 7 miles south-west of Ely. The village occupies a dramatic ridge, with views north and south to the surrounding fenland.

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.

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> <sup>86</sup>	2,740
<i>Dwellings</i> <sup>87</sup>	1,170
<i>New dwellings built 2001-13 (net)</i>	118
<i>Estimated new dwellings 2013-31</i> <sup>88</sup>	103
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Monday to Saturday regular bus service to Ely, and twice daily service to Cambridge.

<sup>86</sup> Population for Haddenham village, Cambridgeshire County Council Research Group (mid-2012).

<sup>87</sup> Dwellings for Haddenham village, Cambridgeshire County Council Research Group (mid-2012).

<sup>88</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

**Part Two: Village/Town Visions**

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**Housing**

Haddenham is a large village and is likely to continue to grow over the plan period, 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 HAD 1 and HAD 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.

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 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 sewerage network; and
- 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

**Part Two: Village/Town Visions**

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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 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 sewerage network; and
- 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 HAD 3 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, located to the south of the existing 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.



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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.

**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 sewerage network; and
- 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.
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.
7	Need for more school places	Work with the County Council to ensure that the shortage of space and future demand for additional capacity is fully considered and addressed within the next capital expenditure programme.

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 through the Connecting Cambridgeshire project. 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

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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 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.

**Spatial strategy for Haddenham (see Inset Map 8.18)**

## 8.17 Isleham



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### 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 south-east of Ely and 6 miles north-east 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 11<sup>th</sup> 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.

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 run through the village.

### Key statistics

Isleham	
Population <sup>89</sup>	2,370
Dwellings <sup>90</sup>	1,000
New dwellings built 2001-13 (net)	101
Estimated new dwellings 2013-31 <sup>91</sup>	86
Employment	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 operate once a day (as at October 2012).

<sup>89</sup> Population for Isleham parish, Cambridgeshire County Council Research Group (mid-2012).

<sup>90</sup> Dwellings for Isleham parish, Cambridgeshire County Council Research Group (mid-2012).

<sup>91</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 five locations across the village. (see Policies ISL 1, ISL 2, ISL 3, ISL 4 and ISL 5).

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 ISL 1, ISL 2, ISL 3, ISL 4 and ISL 5.

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 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; and
- 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 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; and
- Comply with the other policies of the Local Plan.

**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 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 a 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; and
- Comply with the other policies of the Local Plan.

**Housing allocation – land west of Pound Lane**

The site is located to the north of the village on Pound Lane. It is bound to the west by the remains of Isleham Priory which is designated as a Scheduled Ancient Monument, and residential properties to the north and south.

The site's sensitive location, adjacent to a Scheduled Ancient Monument, within close proximity to several Listed Buildings and within Isleham Conservation Area will need to be fully addressed by any proposed scheme. There is evidence to suggest that this site is likely to include well preserved medieval archaeological remains, as the site has remained undeveloped since this period. Applicants will therefore be required to undertake a programme of archaeological works to determine the nature, extent and significance of any remains which are present on site. It will be important for any development to address the issues of setting and impact on the significance of these heritage assets to the satisfaction of English Heritage, Cambridgeshire County Council Archaeology and the District Council's Conservation Officer. Development of this site will only be acceptable where it can be demonstrated to the District Council that it would not be detrimental to the historic environment assets which are present within the locality.

A public right of way bisects the site in two, and provides access from Pound Lane to the adjacent Scheduled Ancient Monument. This public right of way should be retained and enhanced as part of the development of this site.

Both parts of the site are grassland and are bound by a wire/wooden fence along the western boundary with the neighbouring Scheduled Monument. The site is visible from both Pound Lane and the grounds of the neighbouring Scheduled Monument. There is an attractive view of the Scheduled Monument across both parts of the site when looking south along the road close to number 34 Pound Lane. Any development on the site should be sensitively designed and configured to ensure retention of this long distance view.

The southern part of the site is bound to the east by a brick wall on Pound Lane. Part of the existing wall will need to be removed to enable vehicular access to this part of the site – although any scheme should seek to minimise its loss and preserve the remaining section. In addition, the existing footway on the west side of Pound Lane should be extended to enable pedestrian access to the south part of the site. A separate vehicular access point will need to be provided to the northern section of the site, along with a suitable pedestrian crossing point to access the footpath on the east side of Pound Lane.

**Policy ISL 4: Housing allocation, land west of Pound Lane**

0.33 hectares of land is allocated for residential development of approximately 3 dwellings.

Development proposals will be expected to:

- Have particular regard to site layout, building height, massing and soft landscaping to minimise the visual impact of development from Pound Lane, the neighbouring Scheduled Monument and to minimise amenity impact on neighbouring residential properties. This should include retention of the long distance view across the site towards the Scheduled Monument from the area close to 34 Pound Lane.
- Be sensitively designed to minimise impact on the Scheduled Monument and its wider setting.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application to enable an informed decision to be made by the Local Planning Authority on the suitability of development proposals.
- Provide safe vehicular access to the southern part of the site from Pound Lane, whilst maximising the retention of the existing brick boundary wall.
- Extend the existing footway on the west of Pound Lane between Church Street and 15 Pound Lane, to the south-east corner of the site.
- Provide safe vehicular access to the northern part of the site from Pound Lane, and a suitable pedestrian crossing point to access the footpath on the east side of Pound Lane.
- Retain and enhance the existing public right of way which provides public access to the neighbouring scheduled monument; and
- Comply with other policies in the Local Plan.

**Housing allocation – land at Church Lane**

The site is located to the north of the village, to rear of residential properties on Church Lane. The site is currently grassland.

The site is well screened to the north from Coates Drove (a public byway) by substantial hedging, and partially screened from neighbouring residential properties by existing hedging and trees along the eastern boundary of the site.

There is an existing vehicular access to the site from Church Lane, which currently serves the farm building to the rear of residential properties at 24 –30 Church Lane. Access to the new development should be taken from this existing point, in order to minimise impact on the character and appearance of the locality.

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**Policy ISL 5: Housing allocation, land at Church Lane**

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

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU3, 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 Isleham.
- Have particular regard to site layout, building height, massing and soft landscaping to minimise the visual impact of development from Coates Drove and to minimise amenity impact on neighbouring residential properties on Church Lane.
- Protect and enhance the existing planting and trees on the northern boundary of the site.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Provide safe vehicular, pedestrian and cycle access from Church Lane.
- Provide landscaping along the boundary with grassland to the east and neighbouring residential properties to the west; and
- Comply with other policies in the Local Plan.

**Employment**

There are a number of businesses in the village, including at Wells Business Park and Hall Barn Road Industrial Estates. 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 6: 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 land particularly to the south and east; and
- Comply with other policies of the Local Plan.



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**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. The table also includes details relating to the potential upgrading of the Isleham Waste Water Treatment Works.

	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	On-going improvements to the community/village hall	Work with Isleham Parish Council to identify need for community space improvements following completion of replacement village hall.
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.
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Isleham Wastewater Treatment Works may need to be upgraded to accommodate the proposed housing and employment allocations (see section 3 for further details).

The top priority identified by the community 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 plan period. 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 joint third priority is improvements to the existing community/village hall within the village. Isleham Parish Council were granted planning permission to construct a new building to replace the existing village hall. The replacement building was delivered in 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.

**Spatial strategy for Isleham (see Inset Map 8.19)**

## 8.18 Kennett

### 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 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	
Population <sup>92</sup>	340
Dwellings <sup>93</sup>	160
New dwellings built 2001-13 (net)	19
Estimated new dwellings 2013-31 <sup>94</sup>	1
Employment	To be confirmed following publication of 2011 census data
Existing public transport services	Mainline railway station with services to Cambridge-Ipswich. Regular bus service, 6 days a week to Newmarket-Mildenhall.

### 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.

<sup>92</sup> Population for Kennett parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>93</sup> Dwellings for Kennett parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>94</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 traffic on the B1085 and reduce the speed limit within the village to improve the safety of residents. The second priority relates to 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 (including the primary school, church, public house and playing field) 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.

**Spatial strategy for Kennett (see Inset Map 8.20)**

**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 north-west 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, pub, 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.

**Upend** is located north-east 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.

**Key statistics**

Kirtling parish	
<i>Population</i> <sup>95</sup>	340
<i>Dwellings</i> <sup>96</sup>	160
<i>New dwellings built 2001-13 (net)</i>	10
<i>Estimated new dwellings 2013-31</i> <sup>97</sup>	1
<i>Employment</i>	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

<sup>95</sup> Population for Kirtling parish (mid-2012).

<sup>96</sup> Dwellings for Kirtling parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>97</sup> East Cambs Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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#### Housing

Kirtling and Upend are likely to continue to grow at a slow rate, with new housing being mainly built on suitable 'infill' sites within the villages. No new housing allocation sites are proposed on the edge of Kirtling or Upend. However, the Parish Council would like the opportunity to explore options in the future, and welcomes the indication in the Local Development Scheme that a review of the Local Plan will commence within 2 years. A 'development envelope' has been drawn around both villages to define the built-up areas of the villages where infill development may be permitted. Kirtling village particularly is characterised by scattered groups of dwellings in attractive countryside, and 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. The pub in Kirtling is currently closed. However, there is little employment land and premises (e.g. industrial or offices) in the parish. 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 villages 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. 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 on-going 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 parish.
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

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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 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. The pub is currently closed. If the pub is re-opened this option may be potentially explored in the future. The provision of a shop 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.

**Spatial strategy for Kirtling (see Inset Map 8.21)**

**Spatial strategy for Upend (see Inset Map 8.22)**

## 8.20 Little Downham



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### 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. To the west of the village lies the remains of a medieval Bishops Palace.

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).

### Key statistics

Little Downham	
Population <sup>98</sup>	1,920
Dwellings <sup>99</sup>	770
New dwellings built 2001-13 (net)	137
Estimated new dwellings 2013-31 <sup>100</sup>	73
Employment	To be confirmed following publication of 2011 Census
Existing public transport services	A Monday to Saturday service to Ely (as at June 2012)

<sup>98</sup> Population for Little Downham village, Cambridgeshire County Council Research Group (mid-2012).

<sup>99</sup> Dwellings for Little Downham village, Cambridgeshire County Council Research Group (mid-2012).

<sup>100</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

Little Downham is expected to continue to grow in the future, 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 LTD 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 of Ely Road**

The site is currently grassland and is located to the rear of housing at Cannon Street and 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 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 are two potential access points, one from Ely Road and one from Cannon Street (which would require the demolition of the existing building at No. 7 to enable access to be provided). These routes should be explored to determine which option(s) should be used to provide vehicular, pedestrian and cycle access into the site.

The site 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 will be important to retain as much of the original hedgeline and roadside trees as possible, and provide additional landscaping along the boundaries of the site.

As this site is located close to existing residential properties on Cannon Street and Ely Road there will be a need to ensure that development is sensitively designed to minimise its impact.

**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 layout and the scale, height, design and massing of buildings, and 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.



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- Maximise the retention of existing hedgerows on the site and roadside trees, and provide additional landscaping on the site boundaries.
- Demonstrate through a Transport Assessment that safe vehicular, pedestrian and cycle access can be provided into and within the site.
- 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 Little Downham.
- Provide a minimum of 0.16 ha of public open space on site; and
- 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 area	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.  Little Downham Parish Council is seeking funding for the refurbishment and extension of the existing Pavilion.
6	Adequate bus service	

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

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access to school places at Little Downham. The second priority is improvements to 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.

**Spatial strategy for Little Downham (see Inset Map 8.23)**

## 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 St. George's Church and The Round House, thought to be a 15<sup>th</sup> century dovecote.

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	
<i>Population</i> <sup>101</sup>	800
<i>Dwellings</i> <sup>102</sup>	330
<i>New dwellings built 2001-13 (net)</i>	40
<i>Estimated new dwellings 2013-31</i> <sup>103</sup>	2
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	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.

<sup>101</sup> Population for Little Thetford parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>102</sup> Dwellings for Little Thetford parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>103</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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. The table also includes details relating to the potential upgrading of the Stretham Waste Water Treatment Works.

	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
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Stretham Wastewater Treatment Works which serves Little Thetford may need to be upgraded to accommodate future development (see section 3 for further details).

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.

**Spatial strategy for Little Thetford (see Inset Map 8.24)**

## **8.22 Littleport**



© St George's Church, Littleport

### **Description of Littleport**

**Littleport** is a small market town of about 8,000<sup>104</sup> 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. For information on Black Horse Drove, see the separate Black Horse Drove Vision. 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 travelling 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

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<sup>104</sup> Cambridgeshire County Council Research Group – 7,880 population in mid 2012.

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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 Policy LIT 6 below.

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. 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 was previously 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.

#### Key statistics

Littleport	
<i>Population</i> <sup>105</sup>	7,880
<i>Dwellings</i> <sup>106</sup>	3,360
<i>New dwellings built 2001-13 (net)</i>	803
<i>Estimated new dwellings 2013-31</i> <sup>107</sup>	1,346
<i>Estimated number of jobs</i> <sup>108</sup>	1,500
<i>Current public transport services</i>	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 looks at the long-term growth of Littleport. 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](http://www.eastcamb.gov.uk).

<sup>105</sup> Population for Littleport town, Cambridgeshire County Council Research Group (mid-2012).

<sup>106</sup> Dwellings for Littleport town, Cambridgeshire County Council Research Group (mid-2012).

<sup>107</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this does not include housing supply on 'broad locations' on the edge of the town. It also excludes potential supply from rural exception sites.

<sup>108</sup> Source: 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 8.25 at the end of this Vision document.

**Littleport vision statement**

Littleport will be a vibrant 21<sup>st</sup> 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 plan period.

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.

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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.

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 796 dwellings between 2013 and 2031. Development on infill sites in the town will need to be in line with Policy GROWTH 2.

Additional housing 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 LIT 1 and LIT 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 up to approximately 550 dwellings. 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. These areas are referenced in Policy GROWTH 4 as broad locations where housing could come forward in the later part of the Plan period, and shown indicatively in the diagram in Chapter 3. 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. The next review of the Local Plan will provide an opportunity to undertake further investigative work relating to delivery and site boundaries.

*Estimated housing supply in Littleport 2011-31, from specific sites and windfall supply*

Housing sources	Number of dwellings
Completions 2011-13	103
Outstanding planning permissions	549
Potential large future sites	188
Estimated windfall on small sites	59
Housing allocations	550
<b>TOTAL ESTIMATED SUPPLY</b>	<b>1,449</b>

#### **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 approximately 250 dwellings and up to 7 hectares of employment development subject to demand and economic viability of the whole scheme (as demonstrated through a financial viability assessment).

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. However, an alternative configuration may be more deliverable, and the final design, layout and location of uses will need to be determined through further transport and viability work. Part of the issue is that whilst there may be potential to provide vehicular access to residential dwellings from Woodfen Road, employment uses will need to be accessed from either the A10



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(via a new roundabout), or A10 roundabout (via a new arm). The suitability, cost and deliverability of access options will need to be carefully assessed through further Transport Assessment and other technical work.

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 and 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. 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, and provide significant new planting and landscaping – particularly along the boundary with 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**

17 hectares of land is allocated for a mixed-use development incorporating:

- Up to 7 hectares of employment development (B1/B2/B8 uses);
- Approximately 250 dwellings

A Masterplan for the whole area will need to be prepared and submitted alongside any initial 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 mix of dwelling types and sizes to reflect current evidence of need within Littleport, including provision for at least 5% self-build properties.
- Provide a minimum of 1.6 hectares of public open space on-site, including land for provision of a play area. This provision should have regard to the need to provide links into the countryside and should form part of the wider green network in Littleport.
- 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 screen the site from the A10 and the surrounding countryside.

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- 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, or a new roundabout arm (to be determined through the Transport Assessment and further feasibility work). Both routes should also provide safe access for pedestrians and cyclists.
- Undertake a project level Habitats Regulation Assessment screening. Where this identifies a likely significant effect, applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process to ensure there will be no adverse effect on European sites.
- Provide a pedestrian and cycle link across the site from a point close to the A10 roundabout, to join Woodfen Road in the south-east corner of the site.
- Provide pedestrian and cycle access between the housing and employment parts of the site.
- Investigate potential for provision of a 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.
- 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 sewerage network; and
- 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) to the west.

The site will provide an extension of the existing Highfields housing estate, and will 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 – which is still currently under construction. It is estimated there is potential for up to approximately 300 dwellings on the site. However there is also 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 regard 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

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town centre. There will also be a need to provide a pedestrian and cycle route across the site from the north-west corner to the north-east corner of the site to provide part of a 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 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 up to approximately 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 mix of dwelling types and sizes to reflect current evidence of need within Littleport, including provision for at least 5% self-build properties.
- Provide a minimum of 2 hectares of public open space on-site, including land for provision of a play area. This provision should have regard to the need to provide links into the countryside and should form part of the wider green network in Littleport.
- 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.
- Undertake a project level Habitats Regulation Assessment screening. Where this identifies a likely significant effect, applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process to ensure there will be no adverse impacts on European sites.
- 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 a circular walking route around Littleport.
- Contribute towards the provision of a pedestrian and cycle route on Grange Lane, between the A10 roundabout and Highfields mini roundabout.
- Relate well to the established design character of the Highfields development and allow for future housing development to the south of the site.

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- 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.
- 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 sewerage 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; and
- 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 (approximately 25% - e.g. with 1500 jobs available for 5980 population<sup>109</sup>). 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)<sup>110</sup>.

*Employment potential on new sites in Littleport*

<b>Location</b>	<b>Hectares</b>	<b>Estimated jobs growth</b>	<b>Policy reference</b>
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	
<b>TOTAL ADDITIONAL JOBS</b>		<b>874</b>	

<sup>109</sup> 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.

<sup>110</sup> Future population estimates as provided by the County Council Research Group, based on housing trajectory

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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. 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. Planning permission was granted in 2013 for a business park development on the site comprising B1 uses (application reference 12/00932/FUM).

Given that this site is highly visible from the A10 any scheme, (the current approval or any subsequent applications) will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise 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.

Any 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 the section 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 a pedestrian link across the site between Black Bank Drove and Wisbech Road as part of circular walking route around Littleport.
- Provide adequate on-site car and cycle parking for employees and visitors.
- Have particular regard to layout and 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.

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

**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 East Cambridgeshire 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 be allocated for employment to enable the expansion of the existing business. Planning permission for the development of this land as an open storage yard/hard standing associated with the neighbouring concrete manufacturing premises was granted by the District Council in March 2014 (planning reference 13/01060/FUM).

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 improvements will need 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 F. P. McCann 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

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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 sewerage network; and
- 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 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 of 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 pedestrian/cyclist friendly.
- Enhanced pedestrian and cycle routes and cycle parking to be provided within the town centre.
- The current public car park on Main Street should be retained for its current use.
- Privately owned car parks and car parking areas located in or close to 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 3, the District Council will continue to work with infrastructure providers to enable the delivery of necessary of 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 plan period. Further details relating to the school allocation on Camel Road are set out in Policy LIT 6 after this table.



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<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 WWTW 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	Cambs County Council	Sept 2014	Included in the County Council's Capital Programme.
New primary school	Land west of Camel Road	Cambs County Council	2019/20	See Policy LIT 6 below.
New secondary school	Land west of Camel Road	Cambs County Council	2016	See Policy LIT 6 below. Included in the County Council's Capital Programme. 5 Forms of Entry school to be provided.
2 new pre-school facilities	One on land west of Camel Road	Cambs County Council	One in 2019/20	One to be facilitated as part of the new primary school on land west of Camel Road (see Policy LIT6)
New nursery(ies)	NK	Private provider(s)	NK	
New Area Special School	Land west of Camel Road	Cambs County Council	2016	See Policy LIT 6 below. Included in the County Council's capital programme.
Expanded Littleport Healthcare Centre	Parsons Lane	NHS	TBC	
Expanded Dentist provision	NK	Private company	NK	
Improvements to Littleport Library	Victoria Street	Cambs 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 Cambs District Council/TBC	TBC	The District Council is currently exploring potential options for parking to be provided near to the Littleport Rail Station.
Streetscape improvements in and around the town centre	Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane	Cambs County Council/ East Cambs District Council	TBC	
Improved cycle and pedestrian access including	Routes identified in Littleport	Cambs County Council/ East Cambs	-	Facilitated through new housing development schemes and CIL.

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<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
the creation of a new circular pedestrian route to the north, south and east of Littleport.	Masterplan.	District Council/ Parish Council/ developers		
Improved pedestrian/cycle access to the countryside, Little Downham and Ely.	Grange Lane and Woodfen Road	Cambs County Council/ East Cambs District Council/ Parish Council/ developers	-	Facilitated through new housing development schemes and CIL.

#### 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 opened in September 2016. An Area Special School will also be required as part of this site, to cater for children age 2 to 19 years in the north-eastern part of Cambridgeshire. The County Council has also identified a need for an additional primary school (with a pre-school facility) in Littleport, which is expected to be open by 2019/20. The County Council proposes that the schools will be located on adjoining sites, on land off Camel Road to the north of the town.

Land west of Camel Road is currently occupied by agricultural land, Littleport Leisure Centre, playing fields and public open space. Technical work undertaken by the County Council indicates that the most sustainable and deliverable option for the location of the school is agricultural land to the south-west of the Leisure Centre building, as identified on the Littleport map. This location should limit potential disruption or loss of the existing playing fields and public open space, and be easily accessed by foot and cycle from the town. Vehicular access will need to be gained from Camel Road, and potentially require a small area of playing fields/open space to be utilised. The County Council will be expected to off-set the loss of any playing fields or open space, and demonstrate that alternative provision is made in accordance with Policy COM 3.

The precise boundaries of the school site have yet to be determined. The provision of the required schools would normally require approximately 8.5ha of land. However, the County Council will need to explore whether it would be practical to share the current Leisure Centre facilities for school purposes. As well as reducing land-take, sharing facilities may also 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.

The County Council will be expected to demonstrate, via a Transport Assessment, that the site can be safely accessed and that any impact on the highway network can be adequately mitigated. Vehicular access (for cars and buses, plus pedestrians and cyclists) will be provided via Camel Road. Pedestrian and cycle access should additionally be provided via the existing

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footpath from Elmside to Black Bank Drove via provision of a footbridge over the drain, and Black Bank Drove itself should be enhanced and upgraded. Other opportunities for pedestrian and cycle access points off Wisbech Road should also be explored. Car parking for staff and visitors will also be required.

**Policy LIT 6: School allocation - land west of Camel Road**

A broad area to the west of Camel Road has been identified for a new primary school (with a pre-school facility), secondary and area special school and associated playing fields, buildings and car parking. This would normally require approximately up to 8.5 hectares of land (but may be less if facilities are shared with the adjoining Leisure Centre).

Development proposals will be expected to:

- Have particular regard to layout and 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 into the site (with the main vehicular access point from Camel Road).
- Provide necessary highways improvements and traffic calming on nearby roads, as demonstrated through a Transport Assessment.
- Provide a pedestrian and cycle link to the site via Elmside, through the provision of a new footbridge over the drain and upgrading of the existing link, and explore other options for additional pedestrian and cycle access from Wisbech Road.
- Enhance and upgrade Black Bank Drove to provide a suitable route for pedestrians and cyclists.
- 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 COM 3.
- 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; and
- Comply with other policies of the Local Plan.

**Spatial Strategy for Littleport (see Inset Map 8.25)**

**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 north-east of Cambridge. The parish also includes the hamlet of **Long Meadow**.

Lode contains some 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.

**Key statistics**

Lode and Long Meadow	
<i>Population</i> <sup>111</sup>	910
<i>Dwellings</i> <sup>112</sup>	390
<i>New dwellings built 2001-13 (net)</i>	14
<i>Estimated new dwellings 2013-31</i> <sup>113</sup>	6
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Regular daily bus services to Newmarket, Burwell and Cambridge (Monday-Saturday) (as at Nov 2012)

<sup>111</sup> Population for Lode parish (mid-2012),.

<sup>112</sup> Dwellings for Lode parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>113</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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#### Housing

Lode and Long Meadow 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 Lode or Long Meadow.

A 'development envelope' has been drawn around both Lode and Long Meadow 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 parish. 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 villages 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 parish 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 villages and from the responses the following were prioritised. The table also includes details relating to the potential upgrading of the Bottisham Waste Water Treatment Works.

	<i>Priority</i>	<i>Suggestions</i>
1	More cycle routes	From Lode to both Quy and Waterbeach, facilitated by the creation of the Waterbeach Link.
2	Footpaths	To continue the development and maintenance of the network, including creation of the Waterbeach Link.
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	Website	Using the ECDC Shape Your Place publicise the village more widely.
-	Upgrade to Bottisham Waste Water Treatment Works	Anglian Water has indicated that the Bottisham Wastewater Treatment Works which serves Lode and Long Meadow may need to be upgraded to accommodate future development (see section 3 for further details).

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The current community facilities in Lode and Long Meadow (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 parish will be supported in principle, subject to Policy COM 4.

**Spatial strategy for Lode (see Inset Map 8.26)**

**Spatial strategy for Long Meadow (see Inset Map 8.27)**

## 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 13<sup>th</sup> century church, notable as the only church in the Isle of Ely without either tower or spire.

Facilities in the village include a shop and post office, church, chapel, 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 <sup>114</sup>	970
Dwellings <sup>115</sup>	430
New dwellings built 2001-13 (net)	122
Estimated new dwellings 2013-31 <sup>116</sup>	22
Employment	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. A 'development envelope' has been drawn around Mepal to define the built-up part of the village

<sup>114</sup> Population for Mepal parish (mid-2012).

<sup>115</sup> Dwellings for Mepal parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>116</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites

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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.

**Spatial strategy for Mepal (see Inset Map 8.28)**



## **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 Inset 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](http://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.

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#### Key statistics

Newmarket Fringe	
Population <sup>117</sup>	950 (total population of Newmarket is 18,039)
Dwellings <sup>118</sup>	420
New dwellings built 2001-13 (net)	93
Estimated new dwellings 2013-31 <sup>119</sup>	36
Employment	To be completed following publication of 2011 Census
Existing public transport services	Bus services within Newmarket (Monday-Saturday) (as at June 2012). Railway station in Newmarket with services to Cambridge and Ipswich.

#### 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 on the edge of 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 EMP 6. 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.

<sup>117</sup> Population for Newmarket Fringe area - (mid-2012), Cambridgeshire County Council Research Group. Newmarket town population – 2011 Census.

<sup>118</sup> Dwellings for Newmarket Fringe area – (mid-2012), Cambridgeshire County Council Research Group.

<sup>119</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 Cheveley and Woodditton Parish Councils and the County Council to explore options and secure funding for the above improvements and will also liaise with the County Council to explore the issue of extra school places.

The current community facilities in Newmarket Fringe (including the 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.

#### **Spatial strategy for Newmarket Fringe (see Inset Map 8.29)**

## 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 many of their goods and services.

### Key statistics

© Pat and Edward Rice

Prickwillow	
<i>Population</i> <sup>120</sup>	430
<i>Dwellings</i> <sup>121</sup>	190
<i>New dwellings built 2001-13 (net)</i>	21
<i>Estimated new dwellings 2013-31</i> <sup>122</sup>	33
<i>Employment</i>	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 (see below for details).

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

<sup>120</sup> Population for Prickwillow village, (mid-2012).

<sup>121</sup> Dwellings for Prickwillow village, Cambridgeshire County Council Research Group (mid-2012).

<sup>122</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 PRK 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.

It should be noted that Prickwillow is located in an area of flood risk, and therefore all development proposals will need to satisfy the requirement of the NPPF, and demonstrate through Flood Risk Assessments that risks can be adequately mitigated. A Flood Risk Assessment for the proposed allocation site at Putney Hill Road has been approved by the Environment Agency (dated June 2012).

**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.
- Have particular regard to the layout and scale, height, design and massing of buildings, and landscaping, in order to minimise visual impact from Putney Hill Road and the surrounding countryside.
- Demonstrate that the site can be suitably accessed by vehicles, pedestrians and cyclists, and provide any necessary improvements to the local footpath network.
- Demonstrate that the flood risk on the site can be adequately mitigated; and
- 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, and satisfactory resolution of flood risk (see Housing section above).

**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:

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	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 <a href="http://www.connectingcambridgeshire.co.uk/">http://www.connectingcambridgeshire.co.uk/</a>
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.

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.

#### Spatial strategy for Prickwillow (see Inset Map 8.30)

**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), plus School Lane and Pymoor Lane.

Pymoor has a limited range of facilities – there is a Village Hall/sports and social club, Chapel, 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).

**Key statistics**

Pymoor	
<i>Population</i> <sup>123</sup>	340
<i>Dwellings</i> <sup>124</sup>	140
<i>New dwellings built 2001-13 (net)</i>	7
<i>Estimated new dwellings 2013-31</i> <sup>125</sup>	12
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Limited bus service to Ely Monday to Friday only (as at September 2012)

<sup>123</sup> Population for Pymoor village, (mid-2012).

<sup>124</sup> Dwellings for Pymoor village, Cambridgeshire County Council Research Group (mid-2012).

<sup>125</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential

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**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 Policy PYM 1 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 Policy PYM 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 north-east of 9 Straight Furlong**

The site is located between 9 Straight Furlong and an Anglian Water pumping station, and is currently 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 relocated 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 this 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.



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**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.
- Consider the proximity of the foul pumping station in the design and layout of the scheme, and allow for a distance of 15 metres from the boundary of the curtilage of the dwellings to reduce the risk of nuisance/loss of amenity associated with the operation of the pumping station.
- Maximise the retention of existing planting and trees on the site, and provide additional landscaping on the boundaries with the open countryside, and in the area closest to the pumping station.
- Demonstrate that the flood risk on the site can be adequately mitigated.
- 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; and
- 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

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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.

**Spatial strategy for Pymoor (see Inset Map 8.31)**

## Queen Adelaide



© City of Ely Council

### Description of Queen Adelaide

**Queen Adelaide** is a hamlet located just over 1 mile north-east 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.

### Key statistics

Queen Adelaide	
<i>Population</i> <sup>126</sup>	170
<i>Dwellings</i> <sup>127</sup>	70
<i>New dwellings built 2001-13 (net)</i>	4
<i>Estimated new dwellings 2013-31</i> <sup>128</sup>	4
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	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 .

<sup>126</sup> Population for Queen Adelaide (mid-2012).

<sup>127</sup> Dwellings for Queen Adelaide (mid-2012), Cambridgeshire County Council Research Group.

<sup>128</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall site.

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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 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	Improvements to open space to include the river area.
5	Improvements to road/transport infrastructure	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, and 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.

**Spatial strategy for Queen Adelaide (see Inset Map 8.32)**

**8.28 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.

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	
<i>Population</i> <sup>129</sup>	360
<i>Dwellings</i> <sup>130</sup>	140
<i>New dwellings built 2001-13 (net)</i>	8
<i>Estimated new dwellings 2013-31</i> <sup>131</sup>	7
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular services to Newmarket and Cambridge (Monday-Saturday) (as at June 2012)

<sup>129</sup> Population for Reach parish (mid-2012).

<sup>130</sup> Dwellings for Reach parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>131</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**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.

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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.

**Spatial strategy for Reach (see Inset Map 8.33)**

## 8.29 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 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>	
<i>Population</i> <sup>132</sup>	190
<i>Dwellings</i> <sup>133</sup>	100
<i>New dwellings built 2001-13 (net)</i>	10
<i>Estimated new dwellings 2013-31</i> <sup>134</sup>	10
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	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.

<sup>132</sup> Population for Snailwell parish (mid-2012).

<sup>133</sup> Dwellings for Snailwell parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>134</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it exclude potential supply from rural exception windfall sites.



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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.

#### Spatial strategy for Snailwell (see Inset Map 8.34)

### **8.30 Soham**



#### **Description of Soham**

**Soham** is a market town of about 11,000 people<sup>135</sup>, located on the A142 between Ely and Newmarket. It has an attractive historic town centre, with a range of local and independent shops, and a vibrant and active local community. Other facilities include a successful secondary school, two primary schools, a library, sports complex and a drama centre. Soham has a unique landscape setting, being surrounded by Commons to the south, east and west. St. Andrews Church is of great architectural and historical significance and is a prominent local landmark. The town also has an excellent network of public footpaths and attractive green lanes, which provide good links into the surrounding countryside.

The town has grown considerably over the last 10 years, with new housing developments to the north of the town, and on a range of other 'infill' sites. This has placed pressure on local infrastructure and facilities. There are a number of employment opportunities in the town, including several industrial and trading estates. However, there are not sufficient jobs for all residents, and most people commute out of the town to work in Cambridge and elsewhere. The town centre is not performing as well as it could, given the growing population of the town. Turnover of units is high, and the range of shops is limited.

One of the key challenges facing Soham will be to expand the range of shops and facilities, and increase the vitality and health of the town centre. A second challenge will be to promote future commercial and employment growth in the town, to reduce the number of residents who out-commute. A third will be to ensure that necessary infrastructure and facilities are in place to support the continued growth of the town. This includes the construction of a new primary school on the north side of Soham, and future expansion of the Village College and Medical Centre. Details of infrastructure requirements are set out in section 7 below.

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<sup>135</sup> Cambridgeshire County Council Research Group - 10,720 population in mid-2012.

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Soham is easily accessed from the A14 via the A142, and road links are reasonable. However, whilst the town has a railway line there is no train station. The District Council and local community have aspirations for a railway station to be provided on the line (which runs between Peterborough and Ipswich/Harwich), and opportunities are currently being explored.

#### Key statistics

Soham	
<i>Population</i> <sup>136</sup>	10,720
<i>Dwellings</i> <sup>137</sup>	4,540
<i>New dwellings built 2001-13 (net)</i>	1,107
<i>Estimated new dwellings 2013-31</i> <sup>138</sup>	2,030
<i>Estimated number of jobs</i> <sup>139</sup>	3,500
<i>Existing public transport services</i>	Bus service 6 days a week (Monday to Saturday) to Ely and Newmarket/Cambridge. Also served by Dial-a-ride.

#### A vision for Soham

A vision for Soham 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 Soham 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 'Soham Masterplan Vision' document (adopted 2010), which looked at the long-term growth of Soham over the next 40 or so years. Its purpose was to inform debate on the future capacity of Soham to grow, and feed into development of the Local Plan. The Masterplan Vision can be viewed on the District Council's website at [www.eastcambbs.gov.uk](http://www.eastcambbs.gov.uk). The vision and strategic objectives have been used to develop specific policies to guide the future growth of Soham. The policies are set out in the following sections, and the spatial plan for Soham is shown in Map 8.35 at the end of this Vision document.

#### Soham vision statement

Soham will be a vibrant 21<sup>st</sup> century market town, with a thriving town centre and good employment opportunities. Attractive new housing developments in the central belt of the town will help to increase footfall in the High Street, and support a revitalised town centre with a wide range of new and extended shops, cafes and other community facilities. The town's strategic location will be attractive to employers wishing to establish or expand on newly serviced employment sites, bringing forward new job opportunities. The town will be a highly desirable place to live and work, with its unique Commons setting, and good quality infrastructure and facilities - including a new primary school, a new train station, a modernised town hall and enhanced green network.

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<sup>136</sup> Population for Soham town, (mid-2012).

<sup>137</sup> Dwellings for Soham town, Cambridgeshire County Council Research Group (mid-2012).

<sup>138</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this does not include housing supply on 'broad locations' on the edge of the town. It also excludes potential supply from rural exception windfall sites.

<sup>139</sup> Source: ONS 2009

**Part Two: Village/Town Visions**

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**Soham strategic objectives**

1. Improve the town centre, to provide a revitalised and vibrant hub with good shopping, leisure and community activities.
2. Expand the range of shopping and community facilities in Soham to match the growing population.
3. Focus housing growth in the central belt in order to support the town centre.
4. Provide high quality housing development which is easily accessible on foot or cycle to the town centre and key facilities.
5. Support job retention and creation, by retaining existing employment sites and facilitating new developments on the edge of the town.
6. Provide enhanced infrastructure and facilities to support growth, including local facilities of an appropriate scale to serve neighbourhoods.
7. Re-introduce a railway station for Soham.
8. Protect and enhance the unique green setting of Soham, including the Commons, and green network/links.
9. Protect and enhance the historic environment, particularly within the town centre.

**Housing**

Soham is the second 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 Soham 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.

There are some opportunities for housing development on land within the built-up part of Soham, on 'infill' sites. It is estimated there could be capacity for perhaps 410 dwellings between 2013 and 2031. Development on infill sites in the town will need to be in line with Policy GROWTH 2.

However, the supply of infill land is limited, and a number of new housing development sites are therefore proposed on the edge of the town. Development on these allocation sites will need to be in line with Policies SOH 1, SOH 2 SOH 3, SOH 4, SOH 5, SOH 6, SOH 7 and SOH 8 – see details below. The new housing is mainly located in the central belt of Soham, and should help to support the vitality of the town centre. There may also be some potential for an element of residential development (on upper floors) on two of the town centre opportunity sites identified in the 'Town Centre' section below. A summary of the potential housing sources in Soham is set out in the table below.

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*Estimated housing supply in Soham 2011-31, from specific sites and windfall supply*

<b>Housing sources</b>	<b>Number of dwellings</b>
Completions 2011-13	260
Outstanding planning permissions	256
Potential large future sites	40
Estimated windfall on small sites	114
Housing/mixed use allocations	1,620
<b>TOTAL ESTIMATED SUPPLY</b>	<b>2,290</b>

The town has further capacity to expand to the north and 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 north and south are shown indicatively in the Soham Masterplan Vision. These areas are referenced in Policy GROWTH 4 as ‘broad locations’ where housing could come forward in the later part of the Plan period, and are shown indicatively in the diagram in Chapter 3. 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. The next review of the Local Plan will provide an opportunity to undertake further investigative work relating to delivery and site boundaries.

**Housing allocation – land off Brook Street**

This site is located to the east of the town, and is currently open farmland. The area is bounded by Soham Common land to the north and east. The site is considered to be a sustainable location for the expansion of Soham, with the western part of the site lying only 180 metres or so from the town centre. It is anticipated that housing development on the site will help to increase footfall in the town centre and support its vitality – facilitated via a new pedestrian and cycle bridge link from Brook Dam Lane. The area was identified as a preferred broad area of growth in the East Cambridgeshire Core Strategy (2009).

Part of the site is identified as an area of high flood risk. A Flood Risk Assessment of the site has been carried out (to inform the Core Strategy in 2009), demonstrating that this risk can potentially be mitigated, partly via the provision of open space in the vicinity of the adjoining Lode. 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.

The site is in a sensitive area, adjacent to the Soham Commons area, part of which is a County Wildlife Site. It will be important for any development to respect this setting, and ensure no adverse impact on the protected area. Significant areas of open space and landscaping will therefore be required, particularly on the north and western edges of the site close to the Lode and the Commons. This will also provide an opportunity to provide an attractive riverside frontage, which could enhance the setting of Soham. There is also an opportunity to provide better connections to the Commons, via a new pedestrian and cycle bridge link between the north side of the site and the adjacent Commons.

It is estimated there is potential for up to approximately 400 dwellings on the site. There is a community aspiration for land to be available for self-build properties within Soham. It is considered that the Brook Street site is large enough to enable this opportunity to be provided, and that part of the area should be identified for such purposes. In line with Policy HOU 1 a minimum of 5% of the properties should be made available for self-build.

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Vehicular access to the site will need to be provided via at least one point off Brook Street (with an additional emergency vehicle access point being provided if there is only one access). A Transport Assessment will need to be carried out, which demonstrates that the site can be safely accessed and that any impacts on nearby highways can be adequately mitigated, e.g. through traffic calming or other highways improvements.

The majority of the site is in single family ownership, with three smaller parcels owned by other individuals. The District Council will require the site to be developed in a comprehensive way, and will expect the landowners to work together to facilitate comprehensive delivery.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a scheme. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy SOH 1, and ensure a high standard of comprehensive planning. The Masterplan will need to be submitted alongside the outline planning application for the site.

**Policy SOH 1: Housing allocation, land off Brook Street**

Approximately 22 hectares of land is allocated for residential development for up to approximately 400 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 mix of dwelling types and sizes to reflect current evidence of need within Soham, including provision for a minimum of 5% of self-build properties.
- Provide approximately 8 hectares of public open space on-site, including land for provision of at least 2 play areas.
- Maximise opportunities to provide an attractive riverside frontage alongside the Lode and brook, which incorporates public open space, landscaping and appropriate orientation of buildings.
- 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 adjacent Commons area and County Wildlife Site, and to provide views of St. Andrews Church.
- Provide a new and enhanced pedestrian and cycle link to the town centre, via a new bridge link over the drain close to Brook Dam Lane.
- Provide a new pedestrian and cycle link to the adjacent Commons to the north, via a new bridge link over the Lode at a suitable point to the rear of 10-22 East Fen Common. Will also require upgrades to the existing footpath between this point and Paddock Street.
- Provide a pedestrian and cycle link across the site along the length of the Lode frontage, which links at the southern end across County Wildlife Site 55 to the existing footbridge to the Commons.
- Provide a pedestrian and cycle link across the site to Greenhills.
- Protect and enhance County Wildlife Site 55 – particularly the section west of the Lode.
- Demonstrate that the flood risk on the site can be adequately mitigated.

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- Demonstrate, through a Transport Assessment, that the site can be safely accessed by vehicles and that impacts on nearby roads can be adequately mitigated through traffic calming or other highways improvements.
- Provide safe vehicular access from at least one point off Brook Street, with an additional access point provided for emergency vehicles if only one main access point is provided.
- Provide high speed broadband, and a proportion of homes that are suitable for homeworking.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

#### Housing-led / mixed use allocation – land off Station Road

The site is located at the western edge of Station Road, and mainly comprises the old station area and vacant railway sidings. There are also several areas of garden land, and a vacant industrial unit. The majority of the site has been vacant for a number of years, following the closure of the railway station in 1965.

The re-development of this area could help to regenerate this part of Soham, and improve the interface between Soham and the surrounding countryside. Re-development could also fit well with the proposal to re-open Soham Station (currently being investigated by the District Council, County Council and Network Rail), and provide an attractive approach and setting to the new station building, as well as facilitating access.

The area surrounding the old station has been safeguarded in the development plan for the last 20 years or so, for the provision of a new station, and is owned by Network Rail. The remainder of the area has previously been identified as a preferred area for housing development, in the East Cambridgeshire Core Strategy (2009).

The site is proposed for housing-led/mixed use development – comprising up to approximately 90 dwellings, and land for a station building, car and cycle parking, and drop-off/pick-up facilities. In addition, a small element of business use is proposed, recognising that a mix of business and residential uses in the station quarter could provide an attractive commercial hub. It may also be appropriate to provide a limited number of small retail units as part of the station/employment quarter (e.g. serving the needs of station users and office workers) – providing it can be demonstrated there is no significant adverse impact on the town centre.

The site is bounded to the west by the railway line, which is still operational. The potential for noise and vibration will need to be investigated prior to approval of a planning application. The layout of the scheme and mix of uses will need to have regard to this.

Part of the site is an area of high flood risk. A Flood Risk Assessment of the site has been carried out (to inform the Core Strategy in 2009), 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 the final scheme.

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 are currently two known potential access points into the site – along the old station approach road, and land at Prescient Engineering off Mereside. These (and potentially other) routes should be explored,

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having regard to the need to provide adequate width and visibility splays to facilitate car, bus, pedestrian and cycle access into and within the site. The potential safety and residential amenity benefits of providing two access points and separating the traffic accessing the station from the residential area should also be taken into account. If vehicular access cannot be achieved via the old station approach road, a pedestrian and cycle path should be provided along this route, to enable direct access to the town centre.

The development should provide good pedestrian and cycle links across the site, between the station area, commercial area and the housing development. A new pedestrian and cycle link should also be provided onto Spencer Drove, and a new footpath access provided to farmland to the west, via a new bridge over the railway line. This latter access point will only be possible once the new station building with its two platforms has been constructed. It will also allow the closure of the current pedestrian crossing point over the railway line, at the south corner of the site.

The site is in multiple ownership, with Network Rail owning the south part of the site in the vicinity of the old station, and a number of private landowners owning other parcels. It is possible that the scheme may come forward in phases, particularly given that the timescales for the delivery of a new railway station are not yet clear. However, the whole area will need to be comprehensively planned, and the District Council will require a Masterplan for the whole area to be submitted alongside any initial planning application (either outline application for the whole site, or for phase 1 development). This will require all landowners to work together. The District Council will also use planning conditions and Section 106 agreements to ensure that comprehensive planning and delivery is achieved.

The railway station and pick-up/drop-off facilities will need to be provided on Network Rail land, but other uses may occur on Network Rail land or on the other land parcels. The Masterplan should be used to explore the site layout, mix of uses, roads, open spaces and landscaping, and will 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 SOH 2, and ensure a high standard of comprehensive planning.

**Policy SOH 2: Housing-led / mixed use allocation, land off Station Road**

Approximately 3.6 hectares of land is allocated for a housing-led/mixed use development off Station Road. Within the site, provision will be made for up to approximately 90 dwellings, a station building, parking and associated facilities (on about 0.6 ha), and a minimum of 0.5 hectares of office/industrial development. A limited number of small retail units may also be appropriate in the station quarter, to meet the needs of station users/employees – providing it can be demonstrated there is no significant adverse impact on the town centre.

A Masterplan for the whole area will need to be prepared and submitted as part of any initial planning application on the site, and approved by the District Council.

Development proposals will be expected to:

- Provide an attractive station square or potential setting to the station, which incorporates public open space, landscaping and appropriate orientation of buildings – and includes a mix of office/industrial and residential uses.
- Provide or identify sufficient safeguarded land for a station building and associated facilities, including drop-off/pick-up facilities for cars and buses, and cycle and car parking.



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- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties, and to provide an attractive setting to Soham.
- Demonstrate through a Transport Assessment that safe vehicular (car and bus), pedestrian and cycle access can be provided into and within the site.
- Provide a pedestrian and cycle link to the town centre, via the current station approach road – and a pedestrian and cycle link onto Spencer Drove.
- Provide good pedestrian and cycle links across the site, between the housing, station and commercial uses.
- Provide a new pedestrian link to the farmland to the west, via a new bridge which serves the railway platforms (and at the same time, effect the closure of the existing crossing point at the southern end of the site).
- Provide necessary highway improvements and traffic calming measures on nearby roads, as demonstrated in a Transport Assessment
- Demonstrate that vibration and noise pollution from the adjacent railway line can be adequately mitigated.
- 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 sewerage network.
- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Soham.
- Provide high speed broadband and a proportion of flexible live-work units; and
- Comply with the other policies of the Local Plan.

#### Housing-led / mixed use allocation – Eastern Gateway

The Eastern Gateway area is located to the east of Weatheralls Primary School, between the built-up part of Soham and the A142 bypass. It is predominantly an area of agricultural land, but also contains an extensive area of land in current allotment use, and a redundant Garden Centre site. It is a large area, covering approximately 33 hectares.

The Eastern Gateway is identified in the Soham Vision Masterplan as an area which is crucial for the future development of Soham, and which could potentially provide a new connection from the A142 into the heart of the town, and help to support the regeneration of the town centre. A Conceptual Masterplan for the area (excluding the Garden Centre site) was produced and adopted by the District Council in early 2011<sup>140</sup>, in conjunction with the landowners. The Conceptual Masterplan provides a sound framework for the development of the area, and has informed Policy SOH 3 below. However, it will need to be re-visited and updated prior to the approval of any development, in order to reflect the outcome of further technical work on viability, deliverability, and design aspects. It should build on the Conceptual Masterplan and reflect its key principles and elements. The revised Masterplan may or may not include the Garden Centre site, but should have regard to it.

The Conceptual Masterplan (2011) proposes much of the area for housing development – with a small area of employment/retail uses, plus land for an extension to Weatheralls Primary School and to the Soham Medical Centre. In addition, a significant area of new Common

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<sup>140</sup> The Masterplan was financed by the Department of Communities and Local Government (DCLG) and the Department of the Environment, Food and Environmental Affairs (DEFRA), from their Rural Masterplanning Fund.

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land/open space is provided, plus land for the re-location of the existing allotments within the site.

The allotments are located at the only feasible point of access from the town, and therefore their partial re-location is a critical part of the development scheme. In accordance with Policy COM 3, the District Council would expect to see the re-provision of an equivalent area of allotments on the Eastern Gateway site, plus the provision of a water supply, parking areas, and adequate security measures (e.g. fencing/gates). As statutory allotments, the re-location will also need to accord with relevant statutory requirements. Viability and design work undertaken as part of the Conceptual Masterplan indicates that the re-provided allotments will need to be located elsewhere in the site, rather than immediately adjacent to the remaining ones. This is because having the allotments in one place would restrict the amount of housing development that could be created at an early stage to fund the new access road – and the large scale of a single allotment site at the heart of the Eastern Gateway would limit the flexibility of the Masterplan framework and the ability to achieve a good standard of design and layout. However, it is acknowledged that the Conceptual Masterplan will need to be updated as part of the planning application process. This will provide an opportunity to revisit in more detail the extent of the impact on viability, and the impact on the quality of the design and layout of the scheme. If the scheme involves provision of allotments in one location, the applicant will be expected to demonstrate that this would not have an unacceptable impact on viability, or on the design and layout of the overall scheme. It is estimated there is capacity in the Eastern Gateway area for up to approximately 600 dwellings.

The adjoining redundant Garden Centre site has been purchased by Scotsdales Garden Centres. A re-developed Garden Centre on this site could provide additional jobs for the town. If this scheme does not come forward, the site could potentially be appropriate for a range of employment uses (B1/B2/B8) – although this will need to be explored through the planning application process.

The main access into the site from Pratt Street crosses open land in the ownership of the County Council, which is currently being used as a temporary playing field for Weatheralls school (prior to new playing fields being delivered on the Eastern Gateway site). As the land is in County Council ownership, delivery should be secure. Any proposed development which prejudices this access point will be resisted by the District Council.

Although a housing-led scheme, the Eastern Gateway is notable for the significant amount of community uses and open space that will be provided. The allotments will need to be re-provided with enhanced facilities for allotment holders, whilst the development will provide vital land for the expansion of the primary school and the medical centre, and provision of a new pre-school facility. In addition, the Conceptual Masterplan proposes the provision of a very significant amount of open space, including a new Commons area which will provide a useful link between Qua Fen Common to the north and East Fen Common to the south, and facilitate a continuous network of accessible greenspace on the east side of the town. The development will also involve provision of an employment area comprising small starter business units and offices, provided as part of an attractive town square/neighbourhood centre, with a small local shop and extended medical centre.

This large mixed use allocation will need to be delivered in phases. The area is owned by 5 organisations/individuals, and there will be a need to continue working together to facilitate comprehensive delivery.

A new roundabout will be required on the A142 to serve the Eastern Gateway area (including a re-developed Garden Centre/employment site), and provide a direct link to the centre of Soham.

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The roundabout is also required to serve the proposed employment allocation to the east of the A142 (see Policy SOH 6). The roundabout will be located partly within the Eastern Gateway site, but will also require some land from within the employment allocation to the east. The roundabout will not be required to facilitate the early housing phases of the development of the Eastern Gateway, but will be required once a critical mass of housing is reached. If the Garden Centre site or the employment allocation to the east of the bypass want to come forward before that stage is reached, this will provide a challenge in terms of delivery, and will require co-operation from all landowners. The District Council recognises the delay that this may place on development, and will investigate alternative sources of funding to address this infrastructure issue. However, in this is not forthcoming, developers may need to investigate front-funding and later re-imburement from the other parties, in order to facilitate delivery.

*Concept Masterplan for Soham Eastern Gateway (illustrative framework only)*



**Policy SOH 3: Housing-led / mixed use allocation, Eastern Gateway area**

Approximately 33 hectares of land is allocated for a housing-led/mixed use development in the Eastern Gateway area. Within the site, provision will be made for:

- Up to approximately 600 dwellings
- Approximately 0.5 hectares for B1/B2 employment uses in small industrial or starter units/offices, providing 2000-2500m<sup>2</sup> of employment space
- A small local shop serving top-up needs
- Approximately 0.4 hectares for the extension of the Staploe Medical Centre
- Approximately 1.1 hectares for an extension of the Weatheralls Primary School site and

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provision of a new pre-school facility

- Approximately 3.6 hectares of allotment land
- Approximately 8 hectares of public open space and Commons land
- Approximately 3 hectares for the provision of a new Garden Centre, or employment uses (B1/B2/B8)

The Masterplan will need to be updated and submitted as part of an outline planning application for the whole site, and approved by the District Council. These may or may not include the garden centre site. The revised Masterplan will need to build on and reflect the key principles and elements in the Conceptual Masterplan.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3.
- Provide a mix of dwelling types & sizes to reflect current evidence of need in Soham, including provision for a minimum of 5% self-build properties.
- Provide alternative land of an equivalent size within the site to facilitate the re-location of the existing allotments. The allotment land should be provided in multiple locations, unless updated Masterplanning work indicates that provision in one location would not have an unacceptable impact on overall scheme viability or on the design and layout quality of the overall scheme. The re-provided allocations should be accessible by car, foot and cycle, and include the provision of a water supply, parking and adequate security measures.
- Provide extensive areas of public open space within the site (incorporating a number of play areas), and a new Commons area adjoining the A142 which provides a link between Qua Fen Common and East Fen Common.
- Provide a town square/neighbourhood centre comprising business/starter units and offices and a small local shop, adjacent to the expanded medical centre.
- 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 enhances the setting of Soham, focuses on St. Andrews Church as a key landmark building, and minimises amenity impact on adjoining properties.
- Provide a new roundabout on the A142 and link road through the scheme to Pratt Street. Contribute towards safety improvements of the junctions of Northfield Road, Qua Fen Common and Paddock Street on the A142.
- Retain and enhance the existing rights of way which cross the site, and provide an upgraded cycle/footpath link between the link road and Kents Lane. Provide new pedestrian & cycle access points to adjoining roads, as indicated in the Conceptual Masterplan.
- Provide safe and secure access to the site past Weatheralls School, with necessary junction and highway improvements on the road, and at the junction with Pratt Street.
- Provide high speed broadband and a proportion of units suitable for home working.
- 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 sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

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**Housing allocation – land off Fordham Road**

This site is located to the south-east of the town, and is a mix of farmland and paddock land. The area is adjacent and to the rear of a number of residential properties on Fordham Road and is bounded by agricultural land to the east.

A historic byway (Clipsall Track) crosses the northern part of the site and provides access to the east into the wider countryside. As part of the historic network of green lanes around Soham, it will be important to retain the route as much as possible, and to enhance its appearance and usability for pedestrians in any development scheme. Further investigation should also be carried out on the feasibility of upgrading the pedestrian crossing point where the track crosses the A142, as part of any development scheme – and contributions secured through Section 106 agreements. The public footpath on the eastern boundary of the site should also be retained and enhanced.

The northern part of the site is bound with hedgerows and trees with more limited vegetation on the remainder of the site. The existing boundary hedgerows on the northern part of the site should be retained wherever possible.

Vehicular access to the site will need to be provided at some point between numbers 53 and 55 Fordham Road. An additional access may also prove to be necessary in highway and/or design terms to the southern section of the site between 69 and 71 Fordham Road. A Transport Assessment will need to be carried out, which demonstrates that the site can be safely accessed and that any impact on nearby highways can be adequately mitigated, e.g. through traffic calming or other highway improvements.

Prior to the approval of the scheme, the District council will require the preparation of a Masterplan for the whole site. The Masterplan should establish the broad location of landuses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of the Policy SOH 4, and ensure a high standard of planning and design. The Masterplan will need to be submitted alongside the outline planning application of the site.

**Policy SOH 4: Housing allocation, land off Fordham Road**

Approximately 3.85 hectares is allocated for residential development for up to 90 dwellings.

A Masterplan for the whole site 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 mix of dwelling types and sizes to reflect the current evidence of need within Soham.
- Maximise the retention of existing hedgerows on the boundary of the site and provide additional landscaping on the site boundaries.
- Provide approximately 0.6 hectares of public open space on-site, including land for the provision of a play area.
- 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 minimise impact on amenity of nearby residential properties.

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- Demonstrate through a Transport Assessment that safe vehicular, pedestrian and cycle access can be provided into and within the site.
- Provide safe vehicular access from up to two points on Fordham Road.
- Retain the existing right of way/green lane (Clipsall Track) within the site as much as possible, and enhance its appearance and usability for pedestrians.
- Explore the feasibility of upgrading the pedestrian crossing where Clipsall Track crosses the A142, and make necessary contributions to improvements - in order to help facilitate publicly accessible walking routes in the wider countryside.
- Retain and enhance the existing right of way on the eastern boundary of the site.
- Provide a safe pedestrian crossing and link from the site across the A142 to the publicly accessible walking routes in the wider countryside.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

**Housing allocation – land south of Blackberry Lane**

The site is located to the south-east of the town, and is currently farmland. The area adjoins residential dwellings and farm buildings to the west and the A142 bypass to the east.

The site is located within close proximity to Soham Wet Horse Fen SSSI. It will be important for any development to ensure that there is no adverse impact on this designated site.

A public footpath crosses the site and provides access to the east of the site to the A142 and the wider countryside. This route should be retained and enhanced in any development scheme. The site is also bound by historic green lanes to the north (Blackberry Lane) and south/southwest (Longmere Lane). As part of the historic network of green lanes around Soham, it will be important to retain and enhance these green lanes in any development scheme, and to provide additional pedestrian access points into the lanes as appropriate. The hedgerows and trees which border the green lanes form an integral part of their character and should be retained. Both Blackberry Lane and Longmere Lane cross the A142 and provide access to the wider countryside surrounding the town. Further investigation should be carried out on the feasibility of upgrading the pedestrian crossing points where the tracks crosses the A142, as part of any development scheme – and necessary contributions secured through Section 106 agreements.

The site is located on the edge of Soham and is highly visible from the A142. Therefore it will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Soham. This should include the provision of a sizable undeveloped 'green buffer zone' between the built-up area and the bypass, which provides a soft landscaped edge to the town.

It is estimated that there is potential for approximately 160 dwellings on the site. There is a community aspiration for land to be available for self-build properties within Soham. It is considered that this site is large enough to enable this opportunity to be provided and that part of the area should be identified for such purposes. In line with Policy HOU 1 a minimum of 5% of the properties should be made available for self-build.

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Vehicular access to the site will need to be provided from Brook Street within close proximity to the existing junction with Regal Lane. This is likely to require the removal of the existing farm buildings located at 141 Brook Street. A Transport Assessment will need to be carried out, which demonstrates that the site can be safely accessed and that any impact on nearby highways can be adequately mitigated, e.g. through traffic calming or other highway improvements.

Prior to the approval of a scheme, the District Council will require the preparation of a Masterplan for the area. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy SOH 5, and ensure a high standard of planning and design. The Masterplan will need to be submitted alongside the outline planning application of the site.

**Policy SOH 5: Housing allocation, land south of Blackberry Lane**

Approximately 6.85 hectares is allocated for residential development for up to 160 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 mix of dwelling types and sizes to reflect the current evidence of need within Soham, including provision for at least 5% self build properties.
- Maximise the retention of existing hedgerows and trees within the site and on the boundaries of the site, and provide additional landscaping on the site boundaries.
- Provide approximately 1.1 hectares of public open space on-site, including land for the provision of a play area.
- Provide a significant green buffer zone between the built-up area and the A142 which is undeveloped and provides a soft landscaped edge to Soham.
- 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 minimise impact on amenity of nearby residential properties.
- Retain and enhance existing rights of way/green lanes to the north, west and south of the site. Provide new pedestrian links from the site to green lanes at key points on these routes, where appropriate.
- Retain and enhance the existing public right of way which crosses the site from Longmere Lane to the A142 bypass.
- Explore the feasibility of upgrading the pedestrian crossings where Blackberry Lane and Longmere Lane cross the A142, and make necessary contributions to improvements - in order to help facilitate publicly accessible walking routes in the wider countryside.
- Provide safe vehicular access from Brook Street following the removal of existing farm buildings.
- Demonstrate that noise impacts from the A142 can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

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**Housing allocation – land north of Blackberry Lane**

The site is located to the south-east of the town, and is currently farmland. The area adjoins a County Wildlife Site to the north, residential dwellings to the west, and the A142 bypass to the east.

The site is in a sensitive location on the edge of Soham, and is highly visible from the A142. It will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Soham. This should include the provision of a sizable undeveloped 'green buffer zone' between the built-up area and the bypass, which provides a soft landscaped edge to the town.

The site is bounded by Blackberry Lane to the south. As part of the historic network of green lanes around Soham, it will be vital to retain and enhance this feature in any development scheme. The hedgerows and trees which border the green lane form an integral part of its character and should be retained. Blackberry Lane cross the A142 and provides access to the wider countryside surrounding the town. Further investigation should be carried out on the feasibility of upgrading the pedestrian crossing point where the track crosses the A142, as part of any development scheme – and necessary contributions secured through a Section 106 agreement. A public footpath also crosses the site between Greenhills and Blackberry Lane, and should retained and enhanced in any scheme.

It is estimated that there is potential for approximately 100 dwellings on the site. There is a community aspiration for land to be available for self-build properties within Soham. It is considered that this site is large enough to enable this opportunity to be provided and that part of the area should be identified for such purposes. In line with Policy HOU 1 a minimum of 5% of the properties should be made available for self-build.

Vehicular access to the site should be provided at a point close to the Greenhills/Brook Street junction. However, if further Transport Assessment work demonstrates this cannot be safely achieved, access will need to be provided via the adjoining allocation site (land south of Blackberry Lane – see Policy SOH 5). If this alternative access point is required, it will be important to ensure that only one vehicular crossing of Blackberry Lane is provided, and that this is as close to the rear of properties on Brook Street as possible – in order to minimise harm to the integrity, appearance and function of Blackberry Lane.

A Transport Assessment will need to be carried out, which demonstrates that the site can be safely accessed and that any impact on nearby highways can be adequately mitigated, e.g. through traffic calming or other highway improvements.

Prior to the approval of a scheme, the District Council will require the preparation of a Masterplan for the area. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy SOH 6, and ensure a high standard of planning and design. The Masterplan will need to be submitted alongside the outline planning application of the site.

**Policy SOH 6: Housing allocation, land north of Blackberry Lane**

Approximately 4.4 hectares is allocated for residential development for up to 100 dwellings.

A Masterplan for the whole area will need to be prepared and submitted as part of an outline



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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 mix of dwelling types and sizes to reflect the current evidence of need within Soham, including provision for at least 5% self build properties.
- Provide approximately 0.7 hectares of public open space on-site, including land for the provision of a play area.
- Provide a significant green buffer zone between the built-up area and the A142 which is undeveloped and provides a soft landscaped edge to Soham.
- 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 minimise impact on amenity of nearby residential properties.
- Demonstrate that noise impacts from the A142 can be adequately mitigated.
- Demonstrate through a Transport Assessment that the site can be safely accessed by vehicles, pedestrians and cyclists.
- Provide safe vehicular access close to the Brook Street/Greenhills junction. If further Transport Assessment work demonstrates this cannot be safely achieved, vehicular access may need to be provided via the adjoining allocation (land south of Blackberry Lane – Policy SOH 5). If this alternative access is necessary, the impact on Blackberry Lane should be minimised by providing one vehicular crossing point only, as close to the rear of properties on Brook Street as possible.
- Demonstrate through a Transport Assessment that the site can be safely accessed by vehicles, pedestrians and cyclists.
- Retain and enhance Blackberry Lane.
- Retain and enhance the existing public right of way which crosses the site between Greenhills and Blackberry Lane.
- Explore the feasibility of upgrading the pedestrian crossing where Blackberry Lane crosses the A142, and make necessary contributions to improvements - in order to help facilitate publicly accessible walking routes in the wider countryside.
- Maximise the retention of hedgerows and trees which border the site and lie within.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

**Housing allocation – land adjacent to the cemetery**

The site is located to the south-west of the town, and is currently open farmland. The area adjoins the cemetery to the north, residential dwellings to the east and is bounded by green lanes to the south and west.

The site is sensitively located, adjacent to a County Wildlife site, and is bounded by historic green lanes. It will be important for any development to respect this setting, and seek to ensure that there is no adverse impact. Development proposals will be expected to retain and enhance the adjoining green lanes, and provide additional pedestrian access points from the scheme as appropriate. The existing boundary trees and hedgerows along the green lanes are an integral part of their character and should be retained.

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It is estimated that there is potential for approximately 115 dwellings on the site. There is a community aspiration for land to be available for self-build properties within Soham. It is considered that this site is large enough to enable this opportunity to be provided and that part of the area should be identified for such purposes. In line with Policy HOU 1 a minimum of 5% of the properties should be made available for self-build.

Vehicular access to the site will need to be provided from Fordham Road. A Transport Assessment will need to be carried out, which demonstrates that the site can be safely accessed and that any impact on nearby highways can be adequately mitigated, e.g. through traffic calming or other highway improvements.

Prior to the approval of a scheme, the District Council will require the preparation of a Masterplan for the area. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy SOH 7, and ensure a high standard of planning and design. The Masterplan will need to be submitted alongside the outline planning application of the site.

**Policy SOH 7: Housing allocation, land adjacent to the cemetery**

4.8 hectares of land is allocated for residential development for approximately 115 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 by Policy HOU 3.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Soham, including provision for a minimum of 5% of self-build properties.
- Provide approximately 0.8 hectares of public open space, including land for the provision of a play area.
- Maximise the retention of existing boundary hedgerows and trees.
- Retain and enhance the green lane between Fordham Road and The Butts (Cherrytree Lane).
- Explore opportunities to provide additional pedestrian links into the green lane at key strategic points.
- Protect and enhance County Wildlife Site 58.
- Demonstrate through a Transport Assessment that the site can be safely accessed by vehicles and that impacts on nearby roads can be adequately mitigated through traffic calming or other highway improvements.
- Provide safe vehicular access from Fordham Road.
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

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**Housing allocation – land east of The Shade**

The site is located to the north-east of the town, and is currently split into two paddocks. The area adjoins an employment site to the north-west and residential properties to the south-east.

It is estimated that there is potential capacity for approximately 45 dwellings on the site. Vehicular access should be provided via The Shade only (not via Northfield Road). Further transport assessment work will be required to identify the nature and location of the access point. Access may be provided directly onto The Shade, or through a new shared junction with the adjoining employment allocation (this land is the same ownership).

The site is crossed by a number of public footpaths and is bounded by a green lane to the north. It will be important for any development to retain and enhance these features as much as possible, although it is possible that vehicular access to the site will need to cross the green lane at one point. The existing boundary and internal hedgerows and trees should be retained wherever possible.

Due to the proximity of the existing employment area any development proposal will be required to submit a noise impact assessment and to provide necessary mitigation measures as required.

The site is in single ownership and forms part of a current planning application for the provision of a supermarket, petrol filling station, restaurant and associated car parking and highway engineering works. The application has been approved subject to the agreement of Section 106 negotiations, but is not being pursued by the applicant.

Prior to the approval of a scheme, the District Council will require the preparation of a Masterplan for the area. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy SOH 8, and ensure a high standard of planning and design. The Masterplan will need to be submitted alongside the outline planning application of the site.

**Policy SOH 8: Housing allocation, land east of The Shade**

1.96 hectares of land is allocated for residential development for approximately 45 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 by Policy HOU 3.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Soham.
- Provide approximately 0.3 hectares of public open space.
- Maximise the retention of existing boundary hedgerows and trees, and those within the site.
- Retain and enhance the green lane along the northern boundary as much as possible.
- Retain and enhance the public footpaths crossing the site.
- Provide safe vehicular access from The Shade.
- Demonstrate that noise impact from the adjoining Northfield Road Business Park can be adequately mitigated.
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewerage 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; and
- Comply with the other policies of the Local Plan.

**Employment/mixed use allocation – land east of The Shade**

The site is currently agricultural land on the edge of Soham, adjacent to the existing Northfield Road Business Park. The area was identified in the District Local Plan (2000) as an area for employment development. However, the area failed to come forward, and was subsequently 'de-allocated' in the Core Strategy (2009). Since then, the area has been identified in the Soham Vision Masterplan as a potential site for future new employment development – including a small neighbourhood centre with a small local convenience store. However, in October 2013, the District Council resolved to approve planning permission in principle (subject to conditions and Section 106 agreement being agreed) for a supermarket and a pub on part of the site (application reference 12/00247/OUM).

The area is identified in the Local Plan as employment-led development, incorporating a small local convenience store to serve the northern residential part of Soham. However, if the proposal referred to above is implemented, this will supercede the allocation on part of the site. The other part of the site without planning permission will remain allocated for employment uses, as set out in the policy below.

The site is bounded to the north by the A142 bypass, and is highly visible from the main road. Therefore, any scheme will also need to include a significant strip of open land between the built-up area and the road, to provide an attractive buffer and a green setting for Soham.

The site is currently bounded by an attractive byway (Longmere Lane) on the south side, with a footpath link partly alongside a watercourse. As part of the historic network of green lanes around Soham, it will be vital to retain and enhance this feature in any development scheme. Other public rights of way across the site should also be retained and enhanced. There are a number of existing trees and hedgerows on the site which should be retained wherever possible.

Access to the site will be provided from The Shade, rather than Northfield Road (due to capacity restrictions at the junction of Northfield Road and the A142 bypass). Access should be provided at a point opposite Kingfisher Drive, to allow for a shared roundabout or traffic signals.

The District Council will require the preparation of a Masterplan for the whole site, to inform development proposals. 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 SOH 9, and ensure a high standard of comprehensive planning.

**Employment**

Soham has a range of employment opportunities, mainly provided on business parks on Regal Lane, Mereside, and The Shade. Other key employers in the town include the schools, Medical Centre, and shops and businesses located in the town centre.

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Whilst the service and education sector remain strong, over the last 11 years a significant amount of commercial land has been lost in Soham, mainly to housing redevelopment (about 4 hectares of land net loss between 2001 and 2012). The amount of land and premises for industrial, office and warehousing is limited compared to the population size – and most residents out-commute to jobs.

The District Council is keen to try and provide more jobs in Soham, and increase the levels of self-containment. The current self-containment level is estimated to be approximately 45%, e.g. with 3500 jobs available for 7790 people of employment age (16-64 years)<sup>141</sup>. As part of this strategy, a number of new sites are proposed for employment development in Soham, to try and increase the stock of commercial premises. This includes an extension to the Northfield Road Business Park, a new employment site adjoining the new primary school on The Shade, and a large new business park to the east of the A142 – see Policies SOH 9,10 and 11 below. In addition, new industrial/starter units and offices are proposed as part of the new housing developments off Station Road and the Eastern Gateway (see sections above). 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 Soham over the Plan period. Additional jobs from these sites/sources alone could help to increase the level of self-containment in Soham to an estimated 52% by 2031 (with 4926 jobs available from an estimated 9350 people of employment age)<sup>142</sup>. However, this is a conservative estimate and self-containment is likely to be higher, as it doesn't take account of other potential increases in jobs in the town from existing businesses, schools and shops.

*Employment potential on new sites in Soham*

<i>Location</i>	<i>Hectares</i>	<i>Estimated jobs growth</i>	<i>Policy reference</i>
Land east of The Shade	5 hectares	293	Policy SOH 9
Land west of The Shade	2 hectares	232	Policy SOH 10
Land east of the A142 bypass	11 hectares	429	Policy SOH 11
Station Road	0.5 hectares	140	Policy SOHAM 2
Eastern Gateway	0.5 hectares	132	Policy SOHAM 3
Home working		200	-
<b>TOTAL ADDITIONAL JOBS</b>		<b>1426</b>	

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 Soham. given this context. Proposals to re-use employment sites in Soham 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 Soham. However, small-scale employment schemes that come forward on the edge of Soham may be supported in principle – subject to Policies EMP 2, EMP 3 and EMP 4 (as set out in Chapter 5).

<sup>141</sup> The estimate is for the whole parish of Soham, 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.

<sup>142</sup> Future population estimate as provided by Cambs County Council Research Group, based on the housing trajectory

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**Employment/mixed use allocation – land east of The Shade**

The site is currently agricultural land on the edge of Soham, adjacent to the existing Northfield Road Business Park. The area was identified in the District Local Plan (2000) as an area for employment development. However, the area failed to come forward, and was subsequently 'de-allocated' in the Core Strategy (2009). Since then, the area has been identified in the Soham Vision Masterplan as a potential site for future new employment development – including a small neighbourhood centre with a small local convenience store.

The area is identified in the Local Plan as employment-led development, incorporating a small local convenience store to serve the northern residential part of Soham. The site is bounded to the north by the A142 bypass, and is highly visible from the main road. Therefore, any scheme will also need to include a significant strip of open land between the built-up area and the road, to provide an attractive buffer and a green setting for Soham.

The site is currently bounded by an attractive byway (Longmere Lane) on the south side, with a footpath link partly alongside a watercourse. As part of the historic network of green lanes around Soham, it will be vital to retain and enhance this feature in any development scheme. Other public rights of way across the site should also be retained and enhanced. There are a number of existing trees and hedgerows on the site which should be retained wherever possible.

Access to the site will be provided from The Shade, rather than Northfield Road (due to capacity restrictions at the junction of Northfield Road and the A142 bypass). Access should be provided at a point opposite Kingfisher Drive, to allow for a shared roundabout or traffic signals.

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 SOH9, and ensure a high standard of comprehensive planning.

**Policy SOH9: Employment/mixed use allocation, land east of The Shade**

Approximately 5 hectares of land is allocated for employment-led development for B1/B2/B8 uses on land adjacent to Northfield Business Park. Within the site, provision will also be made for a small local convenience store (serving local top-up needs), and a minimum of 1.5 hectares of undeveloped land adjoining the A142 as a buffer strip.

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

Development proposals will be expected to:

- Provide safe and secure vehicular access from the area onto The Shade opposite to Kingfisher Drive, via either a roundabout or junction with traffic signals.
- Provide other necessary highway improvements on the road network, as demonstrated via a Transport Assessment.
- Retain and enhance the adjoining existing green lane (Longmere Lane) and other byways and public rights of way which cross the site.
- Maximise the retention of existing trees and hedgerows on the site.

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- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact from the A142, and minimise amenity impact on adjoining residential properties.
- Provide a soft landscaped edge to Soham acting as a sensitive transition to the countryside. This should include landscaping as part of the buffer strip adjoining the A142, and on the boundaries with adjoining residential properties.
- Provide a small local convenience store on the road frontage with The Shade.
- Undertake a programme of archaeological works in advance of construction (to be secured via planning condition).
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with other policies of the Local Plan.

**Employment allocation – land west of The Shade**

The site is currently agricultural land on the edge of Soham, and adjoins the site of the new primary school. The site is identified in the Soham Masterplan Vision as a potential future area for employment development.

The site is identified in the Local Plan as an employment allocation, with approximately 2 hectares of land for industrial, storage or office development (B1, B2 and B8). Vehicular access to the employment area (and the primary school) will need to be provided via a new arm on the existing roundabout on the A142. Additional pedestrian and cycle access to the employment area should also be provided directly off The Shade.

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

The site lies within the Safeguarding Area for the Soham Waste Water Treatment Works. As part of the planning application process, an odour assessment will need to be carried out, to demonstrate risks can be adequately mitigated.

**Policy SOH10: Employment allocation, land west of The Shade**

Approximately 2 hectares is allocated for employment land (B1/B2/B8 uses).

Development proposals will be expected to:

- Provide safe and secure vehicular access to the site, via a new arm off the roundabout on the A142.
- Provide an additional access point into the site for pedestrians and cyclists directly from The Shade.
- Retain and enhance the existing public right of way which adjoins the western side of the site.
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside, and provide an attractive setting and entrance to Soham.
- Retain the existing tree belt on the northern edge of the site, and provide high quality

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landscaping to minimise the impact of the scheme from the A142.

- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Demonstrate that odour risk relating to the nearby Waste Water Treatment Works can be adequately mitigated.
- Undertake a programme of archaeological works in advance of construction (to be secured via planning condition); and
- Comply with other policies of the Local Plan.

**Employment allocation – land east of the A142 bypass**

The site is currently agricultural land, lying to the east of the A142 bypass, and north of Isleham Road. The site was identified in the Core Strategy (2009) and the Soham Masterplan Vision (2010) as a potential future area for employment development (about 11 hectares).

The development of this land for employment purposes should help to provide additional jobs in Soham, and reduce the amount of out-commuting from the town. As a large site, it should be able to accommodate a mix of employment uses – including industrial, office and storage/distribution uses (B1/B2/B8). Delivery of the site is anticipated in the second part of the Plan period.

Vehicular access to the area will need to be provided via a new roundabout on the A142, which will be delivered as part of the development of the Eastern Gateway area to the west (see Policy SOH 3 in section 3 above). It is likely that new slip roads and other potential upgrades to the roundabout may be required to accommodate the employment development. In addition, safety upgrades to the other junctions on the A142 (at Northfield Road, Qua Fen Common and Paddock Street) are also likely to be required. A pedestrian and cycle footbridge or underpass over or under the A142 will also be required. This should link with the new cycle and pedestrian path across the Eastern Gateway development, to provide a sustainable route to the town centre.

The site has a flat topography and is highly visible from the A142. Particular regard should be had to the layout, design and massing of development, in order to provide attractive views along the A142 and from the Eastern Gateway development, and minimise adverse visual impact. This should include the provision of landscaping and open areas.

Part of the site is located in an area of high flood risk. A Flood Risk Assessment of the site has been carried out (to inform the Core Strategy in 2009), 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 the final scheme.

This large allocation is likely to be delivered in phases. 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 SOH11, and ensure a high standard of comprehensive planning.



**Policy SOH11: Employment allocation, land east of the A142 bypass**

Approximately 11 hectares of land is allocated for employment development (B1/B2/B8) on land east of the A142 bypass.

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

Development proposals will be expected to:

- Provide safe and secure vehicular access to the site from the roundabout on the A142, including any necessary highway upgrades or works.
- Provide a new cycle and pedestrian bridge or underpass over or under the A142, linking up with the new cycle and pedestrian route across the Eastern Gateway development.
- Contribute towards safety improvements of the junctions of Northfield Road, Qua Fen Common and Paddock Street on the A142.
- 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 provide an attractive development scheme when viewed from the A142.
- Provide landscaping and a significant buffer zone along the boundary with the A142, and landscaping along boundaries with adjoining agricultural land.
- Demonstrate that flood risk on the site can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with other policies of the Local Plan.

**Town centre**

Soham has a historic town centre which provides a range of food (convenience) and non-food (comparison) shops, pubs, community facilities and other services. The current key attractors are Budgens and the Co-operative store. There are also a number of important community facilities in and around the town centre, including the church, library, public park, community meeting rooms and Youth Theatre. The main shopping area is focused on the traditional linear High Street, and part of Churchgate Street.

However, the town centre appears to be underperforming, given the population of Soham and its catchment area. Whilst it provides a good range of community facilities, there is a limited choice of shops, restaurants and pubs, and the retail offer could be greater. Footfall in the town centre is relatively low for a town of its size, and the turnover of retail units is high. There is scope to increase the quality and range of the retail offer, and to make the town centre a more vibrant hub for the Soham. Improvements could also be made to the appearance and character of the town centre, to make it more attractive and pedestrian friendly. The town centre does not currently have a market, although it has historically had one. Its re-introduction could be beneficial to the town.

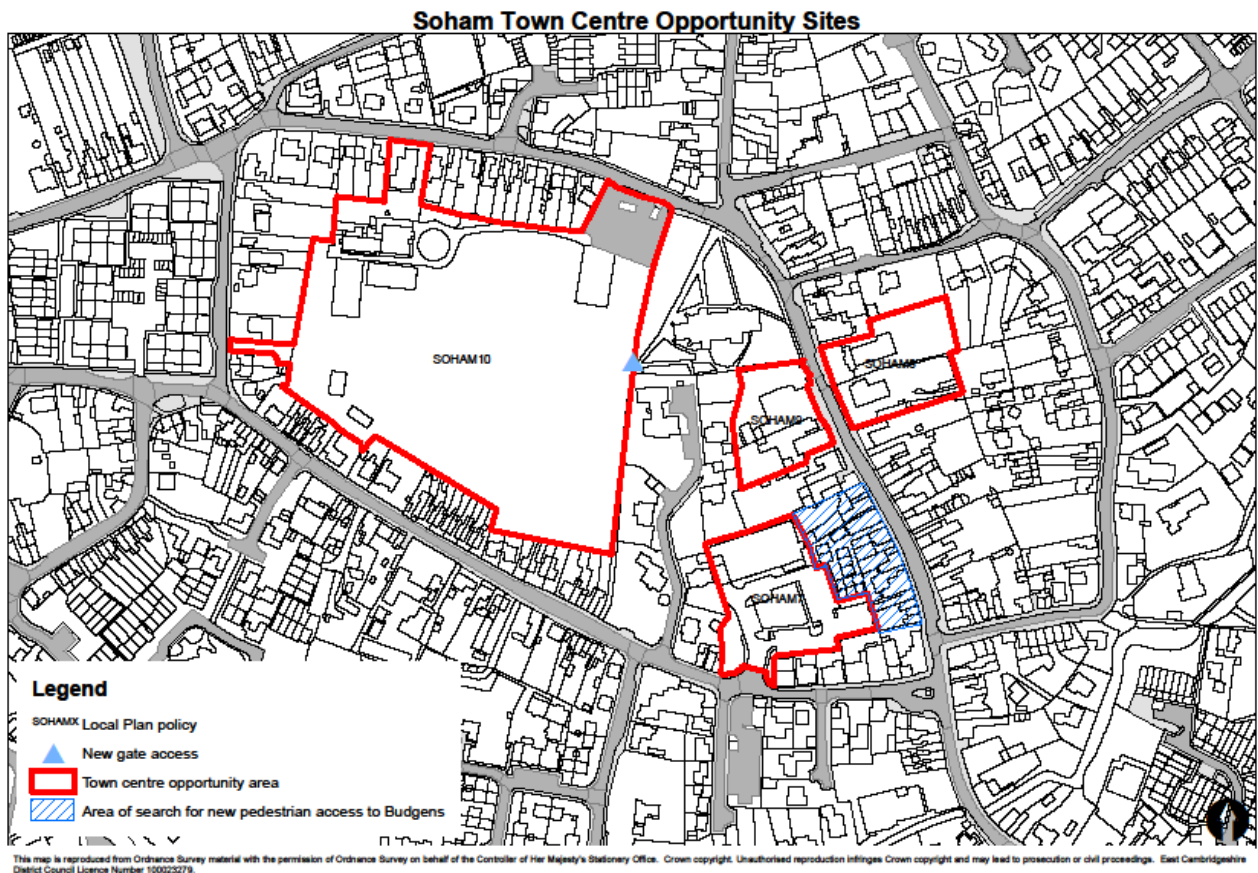
The regeneration of the town centre will require action on a number of levels, and from a variety of sources. The Town Council will continue to play a leading role in this process, and in helping

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to co-ordinate local action. The recent establishment of a new ‘Town Centre Forum’ of local businesses should help to focus community efforts and make changes.

As outlined in sections 2 and 3 above, part of the Local Plan strategy to tackle the regeneration of the town centre involves the provision of housing development close to the centre of Soham. New housing providing easy pedestrian and cycle access to the town centre should help to increase footfall and support its vitality and viability. Some of the improvements may involve the amalgamation of existing small retail units into larger ones, or the renovation and extension of existing units. The protection of existing retail units and community uses, as set out in Chapter 7 of the Local Plan, is a critical part of this. This includes the protection of existing public car parks on the edge of the town centre, which are essential to serve the needs of local people and visitors.

There are also a number of key opportunity sites in the town centre, which are currently vacant or under-used, and which could provide opportunities for additional retail and mixed-use development. The Local Plan can play an important role by helping to protect these sites for retail and town centre uses. These opportunity sites are identified in the Map below, and described in Policies SOH 12, 13, 14 and 15 below. New or intensified retail provision on these sites should help towards meeting the future food and non-food retail needs of Soham’s growing population – as identified in the Council’ Retail Study (2012). The Retail Study indicates there is a need for at least 595 square metres of additional food retail floorspace and 658 square metres of additional non-food retail floorspace up to the year 2031.



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**Town centre opportunity site - Budgens**

The site is currently a Budgens supermarket, with extensive car parking and landscaping. Planning permission has been granted for the extension of the supermarket, almost doubling its size. As at April 2014, this has yet to be implemented.

The site is located to the rear of the High Street, and is considered to be a key site to retain for future food retail uses, to support the vitality of the town centre. It is therefore identified on Map 8.35, and Policy SOH 12 below seeks to protect its current use. Any future re-development of the site will need to be in line with Policy SOH 7 below, and take the form of predominantly food retail development – or food retail on the ground floor with other town centre uses on upper floors (such as residential accommodation, offices and community uses).

The site could benefit from enhanced pedestrian and cycle links directly to the town centre, and opportunities should be explored to improve these links. Development proposals on the site, or on land between 17 and 37 High Street, will need to demonstrate that opportunities for enhanced or new links have been fully investigated. Applicants will be expected to provide viability or practical justification for not proposing improved or enhanced links.



**Policy SOH 12: Town centre opportunity site, Budgens site**

Approximately 0.55 hectares of land is identified as a 'Town Centre Opportunity Site'. The site should be retained for its current food retailing use. Re-development schemes will only be appropriate where they involve the re-provision of food retailing floorspace – or food retail on the ground floor with other town centre uses above.

Opportunities should be explored to improve the pedestrian links between the site and the High Street. Proposals for development on the site, or on land between 17 and 37 High Street will be required to demonstrate that opportunities for new or enhanced links have been fully

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investigated.

Any development proposals will be required to undertake a programme of archaeological works in advance of construction (to be secured via planning condition)

**Town centre opportunity site - Church hall area**

The area includes a vacant site previously occupied by the Church hall, an office building, car parking areas, and a small number of residential units. It presents a key opportunity for comprehensive re-development to provide an expansion of the town's retail and town centre facilities. This could include redevelopment for one large retail unit, or several retail units of a range of sizes – along with the provision of new car parking in the heart of the town centre. It could also include a number of other town centre uses such as offices and community facilities. Residential development on upper floors may also be appropriate, to facilitate scheme viability. It is broadly estimated there could be potential for up to 10 dwellings, but this will depend on the mix of uses proposed and is subject to further detailed design work.

The site is the last significant area of land adjoining the town centre, and therefore provides the last remaining opportunity to expand and consolidate the town centre to meet the needs of future Soham residents. The site previously had planning permission for 8 dwellings, but this has now expired. Residential development only on this site would present a significant lost opportunity to improve the health and long-term vitality of the town centre. Identifying the site as a Town Centre Opportunity site should help to maintain its availability for future town centre retail investment over the Plan period.

The area adjoins several areas of private residential land which landowners have indicated are not currently available for re-development. However, when a scheme is put forward for the Church hall area, developers will be expected to demonstrate that they have explored all opportunities for the delivery of adjoining sites, and to develop the area for retail-led development in a comprehensive way.

**Policy SOH13: Town centre opportunity site, Church hall area**

Approximately 0.4 hectares of land is allocated as a Town Centre Opportunity Site. The site should be developed for retail purposes – or for a mixed use scheme with a significant element of retail provision plus other town centre uses such as offices and community facilities. Residential development will be appropriate on upper floors of any development scheme, and potentially to the rear of the site.

Development proposals will be expected to:

- Provide safe and secure vehicular access from one point onto the High Street, and any necessary highways improvement works.
- Provide car parking, to an appropriate standard, which is linked to the town as a whole.
- Maximise opportunities for the provision of retail development on the ground floor and the frontage of the site.
- Provide an interesting area of new townscape which enhances the Conservation Area, and is sympathetic to the setting, appearance and character of the historic core and adjoining Listed Building.

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- Demonstrate that the area can be developed comprehensively, and that additional opportunities to expand the site have been fully explored.
- Undertake a programme of archaeological works in advance of construction (to be secured via planning condition); and
- Comply with other policies in the Local Plan.

**Town centre opportunity site - Cooperative store area**

The area includes a Cooperative food store with adjacent car parking, and the Post Office which includes the delivery office and vacant land to the rear. The site is considered to offer an opportunity for potential intensification and redevelopment. The current Cooperative store is small and does little to enhance the appearance and setting of the High Street and adjacent church. There is vacant land to the rear of the Post Office, and scope for the delivery office to be located elsewhere in or close to the town centre. The site offers an opportunity to provide attractive new retail units and additional floorspace, whilst enhancing the appearance of the High Street. Any redevelopment scheme will need to be retail-led, given the site's location in the heart of the High Street.

The Cooperative store is one of the key attractors in the town centre which is important to retain. Therefore any re-development of the site should include the provision of a foodstore of at least equivalent floorspace. This could potentially include other town centre uses on upper floors to increase scheme viability - including residential accommodation, offices and community uses. Alternatively, if at least equivalent new food retail floorspace is to be provided on the Church hall site, this could help to off-set the loss of any food retail on the Cooperative site, and could justify its re-development for other retail uses. In these circumstances, these applications would need to be linked. It is broadly estimated there could be potential for up to 10 dwellings, but this will depend on the mix of uses proposed and is subject to further detailed design work.

A small amount of car parking is currently provided for the Cooperative store customers. This level of parking would need to be retained in any redevelopment scheme which involves replacement of the food floorspace. If the Cooperative store area is redeveloped for non-food retail uses, the provision of on-site car parking will need to be considered in the context of the Council's car parking standards and provision available in the locality.

The Post Office shop is also a key attractor in the town centre. This should be re-provided as part of any development proposal – or suitable alternative premises found elsewhere on the High Street. A new location for the delivery sorting office would also need to be identified in or close to the town centre.

Re-development could provide an opportunity to create an attractive new area of townscape. Development should have particular regard to the site's location in the Conservation Area, adjoining the listed Parish Church, and a listed residential property. It should also maximise opportunities to re-create an attractive frontage to the site, and for views to and from the Parish Church.

The area is in the ownership of the Cooperative Group and one private individual. The landowners/developers will need to work together to bring forward a comprehensive re-development scheme for the site. If this cannot be facilitated, extensive evidence and practical reasons (such as viability) will need to be provided by the landowners/developers to justify why this requirement should be set aside.

**Policy SOH14: Town centre opportunity site, Cooperative store area**

Approximately 0.3 hectares of land is allocated as a Town Centre Opportunity Site. Re-development schemes should include the provision of food retail floorspace, at least equivalent in net square metres to the current Cooperative store, plus other retail uses or office or community uses. Residential properties may be appropriate on upper floors. An element of carparking will be required to support food retail floorspace. The Post Office counter facility will need to be re-provided on-site or secured elsewhere on the High Street. The delivery office facility will need to be re-provided elsewhere in or close to the town centre.

The loss of equivalent food retail floorspace on the site will only be appropriate if it can be demonstrated that alternative equivalent provision will be delivered on the Church hall site, to off-set the loss.

Development proposals will be expected to:

- Provide an interesting area of new townscape which enhances the Conservation Area, and is sympathetic to the setting, appearance and character of adjoining Listed Buildings.
- Provide a new attractive street frontage which enhances the historic streetscape, and maximises views to and from the Parish Church.
- Maximise opportunities for the provision of retail development on the ground floor and the frontage of the site.
- Demonstrate that the site can be developed comprehensively, and that additional opportunities to expand the site have been fully explored. If comprehensive development is not proposed, applicants will be required to submit extensive evidence and practical reasons to justify why it cannot be achieved.
- Undertake a programme of archaeological works in advance of construction (to be secured via planning condition); and
- Comply with other policies in the Local Plan.

**Town centre opportunity site - Fountain Lane recreation ground and car park**

This area is adjacent to the High Street, and includes a large recreation area, and a range of community facilities, including The Pavilion meeting hall, Scout hut, Fire station, public car park and toilets. The Soham Masterplan Vision identifies the area as a key part of the town centre, and highlights its function as an important open space facility for the town.

The public car park is one of the two main car parks which serve the town centre. It also contains some public toilets and a disused ambulance station. The car park is currently small, and the whole area is unattractive and could benefit from being re-developed in the future as funds become available. Any re-development should look at the potential to reconfigure and increase the number of car parking spaces available, whilst retaining as much of the open space and green areas as possible. Access to the car park should be made clearer, and more user friendly. The frontage of the site should be opened up and landscaped, with views into the park from Fountain Lane. To facilitate this the ambulance station will need to be demolished, and opportunities explored to refurbish or re-locate the public toilets within the site.

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The Pavilion building is a vital community hub which houses the Town Council, and has a range of meeting rooms. There are plans by the Town Council to refurbish and upgrade the building and adjoining car park area. This facility should be retained and enhanced for the people of Soham.

The recreation ground could benefit from improved pedestrian and cycle access links, both to the site, and within it (i.e. to the Pavilion), as well as improved signage and landscaping. Opportunities to improve or provide new access points and routes should be investigated and brought forward wherever possible. In particular, focus should be placed on:

- Upgrading or improving on the existing route from the town centre to the Pavilion
- Formalising the pedestrian/cycle link across the Fire Station site. If the Fire Station is re-developed, a pedestrian and cycle link should be provided across the site as part of any re-development scheme.

**Policy SOH15: Town centre opportunity site, Fountain Lane recreation ground and car park**

Fountain Lane recreation ground and car park (including The Pavilion and other facilities within) should be retained and enhanced, as a key facility for the people of Soham.

Development proposals to improve Fountain Lane car park will be supported. Development proposals will be expected to:

- Provide additional car parking space to serve the town centre.
- Improve the appearance and setting of the park, including views into the site.
- Improve the setting of the church and churchyard.
- Provide refurbished or relocated public toilet facilities within the site.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.

Any development proposals to re-develop the Fire Station site should provide a cycle and pedestrian link across the site from Fountain Lane to The Pavilion/recreation ground.

Opportunities to improve pedestrian and cycle links and access to the recreation ground should be explored, with particular focus on:

- Upgrading or improving on the existing route from the town centre to the Pavilion.
- Formalising a walking/cycling link to the Pavilion/recreation ground, across the Fire Station site.

**Green lanes and Commons**

Soham has an excellent network of public footpaths, including a large number of historic 'green lanes' which used to provide key routes from the town out into the surrounding countryside, and to the Commons and Mere. Many of these footpaths are along tree-lined routes or bounded by hedgerows, providing very attractive walking routes which enhance the character and setting of Soham. Cambridgeshire County Council has definitive rights of way maps, whilst the Soham Footpaths Society's website provides further information on routes and walks around the town ([www.soham.org.uk/leisure/footpaths/index.htm](http://www.soham.org.uk/leisure/footpaths/index.htm)).

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This unique heritage should be protected and enhanced, for the benefit of the local community. All development proposals will be expected to respect the integrity, appearance and character of any green lanes/public rights of way within or adjoining development sites – and to demonstrate how they will be improved and enhanced. As a minimum, it should be assumed that all public rights of way should be retained in their original position and not re-located.

Soham also has a unique landscape setting, being surrounded by Commons to the east and west. The Commons cover a significant area, and consists of grazing land and meadows, with a number of ponds and waterways. The Commons are a haven for wildlife – but also provide an excellent green network and recreational facility for the people of Soham. As Common land, they are protected against loss or re-use. However, it is also important that development proposals adjoining or close to the Commons respect its character and setting, and do not adversely affect biodiversity or access. Development proposals will also be expected to explore opportunities to enhance biodiversity and access to the Commons.



**Policy SOH16: Green Lanes and Commons**

Development schemes on sites which contain or adjoin green lanes and public rights or way should respect their integrity, and not adversely affect their appearance and character. Such schemes should also demonstrate how routes will be improved and enhanced. All public rights of way should be retained in their original position – unless alternative locations would provide significant access benefits.

The wildlife, landscape and recreational quality of the Commons should be protected and enhanced. Development proposals should demonstrate no adverse impact on the quality, character, accessibility and biodiversity value of the Commons. Development proposals in the vicinity of the Commons should explore opportunities to improve biodiversity, access and landscape improvements on the Commons.



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**Other infrastructure and community facilities**

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

As outlined in Chapter 3, the District Council will continue to work with infrastructure providers to enable the delivery of necessary of 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 Soham will be supported in principle, subject to Policies GROWTH 3 and COM 4.

The key future infrastructure and service requirements for Soham 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 Soham over the next 20 years.

<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Upgrade to sewage treatment facilities	Sewage Treatment Works, Mereside	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.
New primary school	The Shade	County Council	Sept. 2013	Planning permission secured in October 2012. Included in the County Council’s capital programme.
Extension to Weatheralls School	Pratt Street	County Council	2013	Facilitated as part of the Eastern Gateway development (see Policy SOH 3).
Extension to secondary school	College Road	County Council	TBC	Additional form of entry to be provided. To be included in the County Council’s capital programme.
Two new pre-school facilities	One to be provided as part of the extension to Weatheralls school.	County Council	TBC	To be included in the County Council’s capital programme. See Policy SOH 3 in relation to the Weatheralls school site.
New nursery	NK	Private organisation	NK	
Extension to Medical Centre	Staploe Medical Centre		TBC	Facilitated as part of the Eastern Gateway development (see Policy SOH 3).
Expanded Dentist provision	NK	Private company	NK	
Upgrade to The	Fountain	Town Council	2013+	Town Council has plans to

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<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Pavilion	Lane			refurbish this key community asset.
Improvements to Fountain Lane recreation ground	Fountain Lane	ECDC / Soham Town Council	TBC	Key community asset in the town centre. Future funding yet to be determined. CIL monies could assist.
Improvements to the Commons	Commons	Soham Town Council / Lord of the Manor	TBC	Partly facilitated via the Eastern Gateway development (see Policy SOH 3) and Brook Street development (see Policy SOH 1)
New open space and play areas	Various	Developers	Various	Facilitated as part of new housing development schemes
Provision of a new cricket ground	TBC	TBC	TBC	TBC
Other improvements to sports facilities	TBC	TBC	TBC	TBC
New roundabout on the A142 and link road to Pratt Street	A142/Eastern Gateway	Developers / County Council	TBC	Facilitated as part of the Eastern Gateway development (see Policy SOH 3).
Safety improvements to junctions of Northfield Road, Qua Fen Common and Paddock Street on the A142	A142	County Council	TBC	Facilitated via the Eastern Gateway development (see Policy SOH 3) and the employment allocation to the east of the bypass (see Policy SOH11).
New railway station	Station Road	County Council/ Network Rail / ECDC	TBC	Feasibility Study completed 2012. Future funding needs to be secured. CIL contributions could assist.
Creation of cycle link to Wicken Fen	Wicken to Soham	Wicken Parish Council/ National Trust/Soham Town Council	TBC	Funding to be secured. CIL contributions could assist.
Improvements to bus interchange in town centre	Town centre	Cambs County Council	TBC	Funding to be secured. CIL contributions could assist.
Improvements to Soham library	Clay Street	County Council	TBC	Funding to be secured. CIL contributions could assist.
Provision of a Town Museum	TBC	Town Council	TBC	Funding to be secured. CIL contributions could assist.
Pedestrian streetscape enhancements in town centre	High Street and Churchgate Street	County Council/ ECDC/ Soham Town Council	TBC	Funding to be secured. Could be facilitated via town centre development schemes or CIL.
Improvements to the cycle network	Various	County Council	Various	Funding to be secured. Could be facilitated via specific development schemes or CIL.
Cemetery	Adjacent or close to the existing site on Fordham Road	Soham Town Council	TBC	Estimated capacity within the current site for another 25-30 years. Will need to identify a site in the next Local Plan which is ideally adjacent or close to the

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<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
				current site. Site suggested in the Soham Vision Masterplan, but this should be investigated as part of the production of a site-specific Masterplan for any development between Fordham Road, Cherry Tree Lane and The Butts.

A spatial strategy for Soham (See Inset Map 8.35)

**8.31 Stetchworth**



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**Description of Stetchworth**

**Stetchworth** is a small village, set in attractive undulating countryside, about 3 miles south of Newmarket. The area around the village is surrounded by agricultural and stud land, including the National Stud, which lies to the north of the village. At the extreme southern tip of the parish lies the Suffolk border.

The parish covers a vast expanse of countryside, with its eastern boundary defined by Devils Ditch, a Scheduled Ancient Monument. There are many Listed Buildings in the village as well as outside the development boundary at Stetchworth Park.

Facilities in the village are good and include the Ellesmere Centre, which incorporates a hall, sports facilities, post office and shop. The village also has a church, public house and a sports field. The village is in close proximity to Dullingham and shares some services, including Kettlefields primary school and the railway station. The village has a regular bus service which runs to Newmarket and Cambridge.

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**Key statistics**

Stetchworth	
<i>Population</i> <sup>143</sup>	710
<i>Dwellings</i> <sup>144</sup>	290
<i>New dwellings built 2001-13 (net)</i>	15
<i>Estimated new dwellings 2013-31</i> <sup>145</sup>	12
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	There are a number of bus services that link the village to Newmarket and Cambridge 6 days a week.

<sup>143</sup> Population for Stetchworth parish (mid-2012).

<sup>144</sup> Dwellings for Stetchworth parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>145</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

Stetchworth 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 Stetchworth 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 is little employment land and premises (e.g. industrial or offices) in the village. The District Council is keen to retain employment land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Stetchworth. 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 Stetchworth would like to see 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	Modernisation of the Ellesmere Centre and extension of shop opening times.
2	Improvements to sports ground/open spaces	Parish Council to advise on details for improvements.
3	Improvements to play areas	Improvements of children’s play areas and facilities for younger people.
4	Improvements to road/transport infrastructure	Improvements to pavements and reduction of speed of traffic.

The top priority for Stetchworth is to modernise the Ellesmere Centre, as well as increasing the hours the shop is open within the centre. The Ellesmere Centre is to receive £10,000 of funding to implement these updates. The second priority is to improve the sports ground/open spaces within the village. This in turn links to the third priority identified which aims to improve the play areas in the village, providing more facilities for younger people.

Residents have also mentioned the need for minor improvements to the road infrastructure, including reducing the speed of traffic through the village and improvements to pavements. The District Council will work with the County Council and Parish Council to explore options and secure funding to improve community facilities and transport infrastructure wherever possible.

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The current community facilities in Stetchworth (including the community centre, public house, church and sports field) 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.

**Spatial strategy for Stetchworth (see Inset Map 8.36)**

### 8.32 Stretham



#### Description of Stretham

**Stretham** lies just off the A10 from Ely to Cambridge, 4 miles south-west of Ely. Originally the main road ran through the village but a bypass was constructed in the late 1970s. The centre of the village is a pleasant triangle of land with the church, the pub and the Post Office clustered around the Cross. The core of the village lies within a Conservation Area and there are a number of Listed Buildings. Prominent landmarks are the Stretham Old Engine to the south of the village, with its tall chimneystack, and Stretham Windmill.

Facilities in the village include a shop and Post Office, church, primary school, youth centre, parish hall, garage, public house and a sports field with an all-weather surface and pavillion. The village has a regular bus service to Ely and Cambridge.

#### Key statistics

Stretham	
<i>Population</i> <sup>146</sup>	1,860
<i>Dwellings</i> <sup>147</sup>	780
<i>New dwellings built 2001-13 (net)</i>	90
<i>Estimated new dwellings 2013-31</i> <sup>148</sup>	91
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular services to Ely and Cambridge (Mon-Sat) (as at June 2012)

<sup>146</sup> Population for Stretham parish (mid-2012).

<sup>147</sup> Dwellings for Stretham parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>148</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

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

A ‘development envelope’ has been drawn around Stretham 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. A Community Land Trust has recently been established for Stretham and Wilburton and has aspirations to bring forward an exceptions scheme on the edge of Stretham (on land east of Meadowcroft) delivering affordable housing and other benefits to the village. Any proposals will be assessed against Policies GROWTH 2, GROWTH 6 and other Local Plan policies as appropriate.

**Employment**

There are a small number of businesses in the village, including Prism Media Products Ltd, Crossroads Garage and Ely Design Group. 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 Stretham. 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 Stretham have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Stretham Waste Water Treatment Works.

	Priority	Suggestions
1	More school places	Liaison with County Council Education department.
2	Improvements to pedestrian/cycle routes	Better pedestrian/cycle route to Ely and Cambridge.
3	Improvements to the community/village hall	To be confirmed.
4	Improved transport links/public transport services	Railway station on Ely-Cambridge line. Real time bus information.
5	Indoor sports facilities	Basketball court or skate ramp for older teenagers.
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Stretham Wastewater Treatment Works may need to be upgraded to accommodate future development (see section 3 for further details).

The top priority is for more school places in Stretham, which will enable more children to attend school in the village. The District Council will work with the County Council to explore options to



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address this issue. Other priorities include improvements to pedestrian/cycle routes, the village hall and transport links/services. The District Council will work with the Parish Council and County Council to explore options and secure funding for improvements to community facilities and transport infrastructure in Stretham. In relation to public transport, 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 Stretham (including the shop, pub, village hall, primary school, church 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.

**Spatial strategy for Stretham (see Inset Map 8.37)**

**8.33 Stuntney**



© Rodney Vincent

**Description of Stuntney**

**Stuntney** is a small village located about one and a half miles south-east of Ely, just off the A142. It sits in an elevated position and enjoys views to Ely Cathedral to the north. The village is located within the parish of Ely.

Facilities in the village are limited, however there is a social club, a church and recreation ground with children’s play area. Stuntney Old Hall is located to the north-east of the village, and is now a B&B and wedding venue. There is a good bus service to Ely and Newmarket/Cambridge that runs 6 days a week in the village.

**Key statistics**

Stuntney	
<i>Population</i> <sup>149</sup>	170
<i>Dwellings (est.)</i> <sup>150</sup>	80
<i>New dwellings built 2001-13 (net)</i>	5
<i>Estimated new dwellings 2013-31</i> <sup>151</sup>	6
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Regular bus services to Ely, Newmarket and Cambridge 6 days a week.

**Housing**

Stuntney 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 Stuntney. A

<sup>149</sup> Population for Stuntney (mid-2012).

<sup>150</sup> Dwellings for Stuntney (mid-2012), Cambridgeshire County Council Research Group.

<sup>151</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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‘development envelope’ has been drawn around Stuntney 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 is little employment land and premises (e.g. industrial or offices) in the village. The District Council is keen to retain employment land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Stuntney. 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 Stuntney 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 pedestrian/cycle routes	Extended pedestrian and cycle routes including a possible cross-country route to Ely.
2	Improvements to community facilities	Improvements to existing Social Club, or re-location closer to playing field with car park. A new village shop to be incorporated into new village hall scheme or a stand alone venture.
3	Improvements to sports ground/open spaces	Improvements to existing playing field and the creation of a nature reserve/orchard.
4	Minor road/transport improvements	Traffic calming measures to reduce speed of traffic through the village.

The top priority is to improve and extend existing cycle routes and footpaths in the area, including a possible cross-country link to Ely, avoiding the busy A142. The second priority is to improve the community facilities in the village. There was much support for either the improvement or relocation of the social club/village hall. Relocation next to the playing field along with a car park was noted as an option, and was proposed that the new facility should include a shop. The third priority was to improve the playing field and to also designate an area for a nature reserve/orchard. The District Council will work with the Parish Council and County Council to explore options and secure funding to improve community facilities and infrastructure in Stuntney.

The current community facilities in Stuntney are good (including the social club, church, and recreation ground with play area) 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 village will be supported in principle, subject to Policy COM 4.

**Spatial strategy for Stuntney (see Inset Map 8.38)**

### 8.34 Sutton



#### Description of Sutton

**Sutton** is a large village located six miles west of Ely, and close to the villages of Mepal and Witcham. The village is one of the old islands in the fen, and has an attractive historic core with a number of Listed Buildings and a designated Conservation Area. There are extensive views from the highest parts of the village, across the surrounding fenland.

Sutton has a range of local services, including a shop and two takeaways, a post office, doctor's surgery, pharmacy, Royal British Legion, public house, community rooms and pavilion, two hairdressers, a primary school, pre-school and children's centre and a regular bus service to Ely and Cambridge. There are a number of sporting facilities which offer a range of activities including bowls, cricket and football. There are also a number of businesses within the village, and in the Elean Business Park to the north-east.

#### Key statistics

Sutton	
Population <sup>152</sup>	3,990
Dwellings <sup>153</sup>	1,680
New dwellings built 2001-13 (net)	342
Estimated new dwellings 2013-31 <sup>154</sup>	173
Employment	To be confirmed following publication of 2011 Census data
Current public transport services	A regular service to Ely and Cambridge (Mon-Sat)

<sup>152</sup> Population for Sutton parish (mid-2012).

<sup>153</sup> Dwellings for Sutton parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>154</sup> East Cambridgeshire Housing Trajectory September 2014. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

Sutton 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 at land north of The Brook. Details of the allocation site are set out in the section below.

A 'development envelope' has been drawn around Sutton to define the built-up part of the village where development (infill and the allocation site) 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 SUT 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 north of The Brook**

The site is located to the north side of the village, and is currently open farmland. The area was previously part of the Mepal airfield, used during WW2 and the post-war period.

The site is considered to be a sustainable location for new housing development, and it is proposed that an initial development of 50 dwellings should come forward within the Plan period. The site is shown on the Inset Map.

The applicant will also be expected to consider the future potential of the whole area to the north of The Brook (between the primary school and Mepal Road), and to demonstrate how the 50 dwelling scheme fits with potential longer-term plans for the area. This should take the form of an Indicative Development Framework or broad concept plan, which will need to be submitted alongside the planning application for the development. Future development is likely to be predominantly housing, but there is also an identified need for a new burial ground and additional playing fields in the village. These facilities will need to be provided as part of a comprehensive future scheme of development on land north of The Brook (phase 2+).

The site is in a sensitive setting on the edge of the village, and visible from the A142. It will be important for any development to respect this rural setting, and to provide an attractive edge to the village. This should include open space and landscaping – particularly on the north-eastern edge which is most visible from the A142. Vehicular access to the site will need to be provided off Mepal Road, with an additional cycle and footpath link provided via land adjacent to 26 The Orchards. This pedestrian and cycle link will provide easy access to the village centre via Priors Court. It will also provide an alternative route to the primary school via Stirling Way, once the link between The Orchards and Stirling Way is opened up. This link was planned as part of the Stirling Way development, but has not yet been implemented.

The development will need to be designed to allow for future vehicular, pedestrian and cycle access to adjoining land. In order to facilitate further development of the whole area, an additional vehicular access point is likely to be required in future plans, potentially via Stirling Way.

The site is owned by two landowners. The District Council will require the site to be developed in a comprehensive way, and will expect the landowners to work together to facilitate comprehensive delivery.

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The District Council will require the preparation of a Masterplan for the development of 50 dwellings, 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 SUT 1, whilst having regard to potential future phases of further development of land north of The Brook. The Masterplan will need to be submitted alongside any initial planning application.

**Policy SUT 1: Housing allocation, land north of The Brook**

Approximately 2.5 hectares of land is allocated for residential development on land north of The Brook, for 50 dwellings.

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:

- Demonstrate how they fit with the longer-term plans for the area to the north of The Brook – via an Indicative Development Framework or broad concept plan for the whole area.
- 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 Sutton, including provision for an element of self-build properties.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties, and to provide an attractive setting to Sutton.
- Provide a minimum of 0.35 hectares of public open space on-site, including provision of a play area.
- Provide safe vehicular access from Mepal Road.
- Provide a new pedestrian and cycle link to the village centre and primary school via land adjoining 26 The Orchards, and facilitate the opening of the planned link between The Orchards and Stirling Way.
- Provide necessary highway and walking/cycling network improvements, as demonstrated in the Transport Assessment for the development proposal.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network; and
- Comply with the other policies of the Local Plan.

**Employment**

Sutton has a range of employment opportunities, mainly provided on the Elean Business Park to the north-east of the village. The Business Park contains an auction house, industrial units and a straw-burning power station – and also has space for further development. There are also a number of small businesses elsewhere in the parish, including a car-sales garage and road haulage firm. 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).

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No new employment allocation sites are proposed on the edge of Sutton. 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**

As outlined in Chapter 3, 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. The current community facilities in Sutton (including the shops, pubs, community halls, post office and churches) contribute to the quality of people’s lives. As set out in Chapter 3, the loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits Sutton will be supported in principle, subject to Policy COM 4.

The key future infrastructure and service requirements for Sutton are set out in the table below. These have been identified through discussions with infrastructure providers, and community consultation. They have also been informed by the Sutton Parish Plan, which was produced in 2008. The priority order is as identified by the local community and Parish Council.

	Priority	Suggestions
1	More local retail facilities	District Council to support proposals for new retail facilities, and protect loss of existing sites through policies in Local Plan.
2	Traffic Management Proposal for The Brook, High Street and The America	Parish Council to work with District and County Council to explore specific priorities from the proposal to which future funding sources can be directed. Potential improvements may include: <ul style="list-style-type: none"> <li>• Reduction of speed limit to 20 mph on High Street</li> <li>• Provision of enhanced 30 mph signage along The America and Bellairs</li> </ul>
3	Improvements to pedestrian/cycle routes	Provision of additional footpaths along Bury Lane and The Americas.  Work with neighbouring parishes to explore the completion of the cycle path from Sutton to Witchford.
4	Other traffic calming/highway improvements	Parish Council to work with District and County Council to explore specific priorities to which future funding sources can be directed. Potential improvements may include: <ul style="list-style-type: none"> <li>• Explore alternative to the traffic calming island at the entrance to the village</li> <li>• Installation of a pelican crossing by the school at The Brook</li> <li>• Explore provision of on-street parking restrictions</li> <li>• Seek improvements to bus service</li> <li>• Place further restrictions on HGV vehicles; and ensure that existing restrictions to HGV vehicles are enforced</li> <li>• Better maintenance of footpaths and improved road/footpath surfacing.</li> </ul>
5	Improvements to community facilities	Identify specific improvements to be considered for future funding sources, including: <ul style="list-style-type: none"> <li>• New play area equipment on existing site</li> <li>• New play areas in the village</li> <li>• Improvements to existing green areas</li> <li>• Provision of new open space and walks</li> <li>• Upgrading of football pitch off Lawn Lane to provide temporary</li> </ul>

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		<p>additional provision in the short term</p> <ul style="list-style-type: none"><li>• Provision of new senior football pitches located adjacent to the existing provision off The Brook</li><li>• Burial ground (approximately 0.2ha) with parking provision and water supply, to be provided on land north of The Brook</li><li>• Expanded GP provision</li></ul>
6	Need for more school places	Work with County Council to ensure that the current shortage of spaces and future demand for additional capacity is fully considered and addressed within the next capital expenditure programme.
7	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Witcham Wastewater Treatment Works which serves Sutton may need to be upgraded to accommodate future development (see section 3 of the Local Plan for further details).

### Spatial strategy for Sutton (see Inset Map 8.39)





**8.35 Swaffham Bulbeck**



**Description of Swaffham Bulbeck**

**Swaffham Bulbeck** is a small village in a pleasant setting about 8 miles from Cambridge and 6 miles from Newmarket, and incorporates the hamlet of Commercial End. The village began as a farm of settlers from Swabia, then soon after 1066 it became the estate of Hugh of Bolbec. The village was also an important port for water-borne trade along Swaffham Bulbeck Lode to fenland waterways and flourished as a trading post from the 17th century. This success led to the construction of many of the attractive buildings, which give the village its distinctive character. Swaffham Bulbeck has an elongated shape with an attractive green in the heart of the village and is covered by a Conservation Area.

Facilities in the village include a shop and post office, church, public house, primary school, recreation ground with play facilities and pavilion and fire station (retained duty service). The village has a regular bus service which runs to Newmarket and Cambridge.

**Key statistics**

Swaffham Bulbeck	
<i>Population</i> <sup>155</sup>	820
<i>Dwellings</i> <sup>156</sup>	380
<i>New dwellings built 2001-13 (net)</i>	33
<i>Estimated new dwellings 2013-31</i> <sup>157</sup>	7
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Regular services to Newmarket and Cambridge (Monday-Saturday) (as at June 2012)

<sup>155</sup> Population in Swaffham Bulbeck parish (mid-2012).

<sup>156</sup> Dwellings in Swaffham Bulbeck parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>157</sup> East Cambridgeshire Housing Trajectory March 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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#### Housing

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

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

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

#### Employment

There are a number of current businesses in the village many of which are based on the Downing Park Business Park on Station Road and Burgh Hall, Park End. 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 Swaffham Bulbeck. 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 Swaffham Bulbeck have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Bottisham Waste Water Treatment Works.

	Priority	Suggestions
1	Improvements to public realm	Improvement to pavements, more drop kerbs and marked crossings Pedestrian crossing from the Denny to the High Street.
2	Provision of a community/village hall	Provide Village Hall.
3	Improvements to pedestrian/cycle routes	Cycle facilities around the triple bends in the central village from Cemetery Corner to Heath Road/Commercial End crossroads. Proper surfaced cycle links to the Wicken Fen/Lode Way cycle route Direct cycle links to Newmarket and to the Lodes Way. New pedestrian/cycle crossing over the River Cam to Waterbeach, linking directly with the station and the riverside path to Cambridge City centre. Improved footpath/cycle path to Bottisham. Cycle route from Swaffham Bulbeck to Cambridge should be made more direct. Improvement to cycle route along High Street from the church to Stonebridge. Footpaths to the north and east of the village
4	Improved transport links/public transport services	Bus service to Ely.

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-	Potential upgrade to Bottisham Waste Water Treatment Works	Anglian Water has indicated that the Bottisham Wastewater Treatment Works which serves Swaffham Bulbeck may need to be upgraded to accommodate future development (see section 3 for further details).
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Many of the priorities identified are transport-related, involving improvements to pedestrian/cycle links and pavements, provision of pedestrian crossings in the village and improved public transport services. The second priority is for a community/village hall in Swaffham Bulbeck to provide premises to hold events and a meeting place for local groups. The District Council will work with the Parish Council and County Council to explore options and secure funding for community facilities and road and transport schemes in Swaffham Bulbeck. 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 Swaffham Bulbeck (including the shop, pub, primary school, recreation ground, play area and church) 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.

#### **Spatial strategy for Swaffham Bulbeck (see Inset Map 8.40)**

## 8.36 Swaffham Prior



### Description of Swaffham Prior

**Swaffham Prior** is an attractive fen-edge village, five miles west of Newmarket and ten miles north-east of Cambridge. The village is noted for its twin churches, built side by side – St. Mary’s and St. Cyriac.

The village contains a large number of Listed Buildings, and most of the High Street is designated a Conservation Area. Local village facilities include a primary school, village hall, a public house, a scout hut, and parish playground. There is a regular bus service to Newmarket and Cambridge, which runs six days per week.

### Key statistics

Swaffham Prior	
<i>Population</i> <sup>158</sup>	830
<i>Dwellings</i> <sup>159</sup>	340
<i>New dwellings built 2001-13 (net)</i>	12
<i>Estimated new dwellings 2013-31</i> <sup>160</sup>	27
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular service to Newmarket and Cambridge (as at 2012)

### Housing

Swaffham Prior is likely to continue to experience limited new growth, with new housing being built on suitable ‘infill’ sites within the village. Additionally, a new housing allocation site is proposed on land off Rogers Road (see Policy SWP 1 below).

<sup>158</sup> Population for Swaffham Prior parish (mid-2012).

<sup>159</sup> Dwellings for Swaffham Prior parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>160</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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A 'development envelope' has been drawn around Swaffham Prior to define the built-up part of the village where development (infill and the allocation site) 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 SWP 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 off Rogers Road**

The site is located on the eastern edge of the village, and is currently agricultural land. It is part of a large open field, and is highly visible from the B1102 and Rogers Road. Any development scheme will therefore need to be of high quality design, and have careful regard to site layout, building height and massing, and include a significant amount of landscaping. Landscaping and planting on the south and west boundaries of the site will be particularly important.

**Policy SWP 1: Housing allocation, land off Rogers Road**

1 hectare of land is allocated for residential development for up to 20 dwellings.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a minimum of 0.1 hectares of public open space on-site.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Swaffham Prior.
- Have particular regard to site layout, building height and soft landscaping, to minimise the visual impact of the development from the main B1102 road.
- Provide landscaping along the boundary with the agricultural land to the west and south.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with the other policies of the Local Plan.

**Employment**

There are several small businesses within the village, including a number of building/construction firms, a communications business, and a counselling and advice service. 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).

Additionally, a new employment allocation is proposed on land east of Goodwin Farm, Heath Road, for B1, B2 or B8 uses. Development on this site will need to be in line with Policy SWP 2.

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Other suitable new employment proposals within, and on the edge of the village, will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

**Employment allocation - Goodwin Farm, Heath Road**

The site lies to the south of the village and is currently agricultural land. Heath Road is a rural road, and is likely to require a number of improvements in order to provide safe and secure access for vehicles and pedestrians/cyclists. This includes a new footway along Heath Road, and any other necessary highway improvements as demonstrated by a Transport Assessment.

The site is part of a large open field, and therefore any scheme should be sensitively designed in order to minimise visual impact on the countryside. Landscaping on the boundaries will also be important, in order to soften the impact of built development.

**Policy SWP 2: Employment allocation, land east of Goodwin Farm, Heath Road**

1 hectare of land is allocated for employment development (B1, B2 and B8 uses) on land east of Goodwin Farm.

Development proposals will be expected to:

- Provide street lighting and a kerbed footway on the north-east side of Heath Road, and any other necessary highway improvements as demonstrated through a Transport Assessment.
- Have particular regard to the scale, height, design and massing of buildings, in order to minimise visual impact on the surrounding countryside.
- Provide landscaping along the boundaries with adjoining agricultural land.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and
- Comply with other policies of the Local Plan.

**Infrastructure and community facilities**

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

	Priority	Suggestions
1	Traffic calming/highway improvements	Improve access onto Mill Hill from Cage Hill and Heath Road. Provision of a pedestrian crossing on Mill Hill. Traffic calming on Mill Hill. Traffic calming at Lower End, between Manor house and the National Speed Limit. Work with District and County Council to ensure better maintenance of footpaths and improved road/footpath surfacing.
2	Need for more school places	Work with County Council to ensure that current shortages within the local area are fully considered and addressed within the next capital expenditure programme.
3	Improvements to the community/village hall	Create more flexible use of the village hall by developing the rear exit as a separate entrance. Provision of a stage and stage curtains. Creation of more storage facilities for use by community groups.
4	Improvements to	Improved pedestrian access to the Fens and Lodes.

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	pedestrian/cycle routes	The District Council and Parish Council to continue to seek opportunities to increase circular walking routes in and around the village by means of permissive paths. Continuation of cycle path from Lode/Swaffham Bulbeck through to Swaffham Prior. Cycle route linking Swaffham Prior to Clayhithe to link to the west side of the Cambridge route to Cambridge cycle bridge across A14.
5	Improvements to sports ground/open space	Identify specific improvements to be considered for future funding sources e.g. New play area equipment Creation of a village green or woods Provision of a tennis court or bowling green Pavilion and toilets for sports field in Station Road Youth club
6	Provision of a village shop	-

The current community facilities in Swaffham Prior (including the pub, community hall, play area 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.

#### Spatial strategy for Swaffham Prior (see Inset Map 8.41)



## 8.37 Upware



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### Description of Upware

**Upware** is a small village in the parish of Wicken, and is close to the boundary of South Cambridgeshire. The village is situated in a very rural position surrounded by open countryside, with three Sites of Special Scientific Interest and a County Wildlife Site. The River Cam passes through the village and provides a range of boating and leisure opportunities for locals and visitors.

Facilities in the village are limited but include a riverside public house and marina. Public transport services are limited in the village with one bus service to Ely every Thursday.

### Key statistics

Upware	
<i>Population</i> <sup>161</sup>	70
<i>Dwellings (est.)</i> <sup>162</sup>	30
<i>New dwellings built 2001-13 (net)</i>	1
<i>Estimated new dwellings 2013-31</i> <sup>163</sup>	1
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	One bus route to Ely that runs every Thursday morning.

### Housing

Although Upware has not experienced any housing growth over the past 10 years, new housing may come forward over the Plan period on suitable 'infill' sites within the village. No new housing allocation sites are proposed on the edge of Upware. A 'development envelope' has been drawn around Upware 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.

<sup>161</sup> Population for Upware (mid-2012).

<sup>162</sup> Dwellings for Upware (mid-2012), Cambridgeshire County Council Research Group.

<sup>163</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 following the closure of the Cambridgeshire Environment Education Service (CEES) field centre, and little employment land and premises (e.g. industrial or offices) in the village. The District Council is keen to retain employment land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Upware. 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 Upware 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 broadband	The Council is part of a county wide scheme for broadband improvements.
2	Improvements to pedestrian/cycle routes	Cycle routes to Wicken and Waterbeach, including a cycle/footbridge over the river next to the public house.
3	Provision of allotment land	Obtain some land by purchase or rental for use as allotments.
4	Provision of a children's play area	Obtain land for use as a small children's play area.
5	Provision of more school places	More school places at both Soham primary and secondary schools to be secured. Liaison with County Council.

The top priority for Upware is to improve broadband services in the village. The District Council is working with the County Council on a county-wide project to improve broadband connections in rural areas where there is no planned private sector investment. The second priority is to improve the pedestrian and cycle routes in the village. Residents expressed a need for a cycle route to Wicken, as well as a footbridge over the river next to the public house to give cycle access to Waterbeach.

Other priorities identified by residents are for the provision of allotments in the village. Land near the old school has been suggested as a possible location. Also, provision of a new small children's play area is desired. 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 Upware.

The current community facilities in Upware are very limited and residents are very reliant on nearby villages such as Wicken. 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.

#### Spatial strategy for Upware (see Inset Map 8.42)

## 8.38 Wardy Hill



### Description of Wardy Hill

**Wardy Hill** is a small hamlet, 1 mile west of Coveney and approximately 7 miles from Ely. Located on the edge of a low ridge, the hamlet is surrounded by rural countryside and is also the site of a former Iron Age Hillfort.

There are a few facilities in Wardy Hill, including a Social Club and a play area. Wardy Hill has one bus service a week on a Thursday to Ely.

### Key statistics

Wardy Hill	
<i>Population</i> <sup>164</sup>	130
<i>Dwellings (est.)</i> <sup>165</sup>	50
<i>New dwellings built 2001-13 (net)</i>	6
<i>Estimated new dwellings 2013-31</i> <sup>166</sup>	5
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Service to Ely (Thursday only) (as at June 2012)

### Housing

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

<sup>164</sup> Population for Wardy Hill (mid-2012).

<sup>165</sup> Dwellings for Wardy Hill (mid-2012), Cambridgeshire County Council Research Group.

<sup>166</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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A 'development envelope' has been drawn around Wardy Hill to define the built-up part of the settlement 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 Wardy Hill. 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 Wardy Hill. However, suitable new employment proposals within or on the edge of Wardy Hill will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

**Infrastructure and community facilities**

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

	Priority	Suggestions
1	Improvements to Broadband	District Council is working in partnership with the County Council to seek improvements to the Broadband service across the district.
2	A community/village hall	District Council and Parish Council to work in partnership to explore options for provision of a village hall.
3	Improvements to play area	Provision of a slide.

The top priority is for a community/village hall in Wardy Hill. The second and third priorities involve improvements to the play area and open space. The District Council will work with the Parish Council and County Council to explore options and secure funding for community facilities in Wardy Hill and is already working with the County Council to bring improvements to the Broadband service across the district through the Connecting Cambridgeshire project.

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

**Spatial strategy for Wardy Hill (see Inset Map 8.43)**

## **8.39 Wentworth**



© East Cambridgeshire District Council

### **Description of Wentworth**

**Wentworth** is a small, attractive village lying to the south of the A142 between Witchford and Sutton, approximately 5 miles west of Ely.

The village is centred on St. Peter's Church and a number of Listed Buildings at the junction of Main Street and Church Road. Part of the church is used as a village hall/community room and there is a children's play area. Residents travel to nearby settlements including Ely for many goods and services.

### **Key statistics**

Wentworth	
<i>Population</i> <sup>167</sup>	200
<i>Dwellings</i> <sup>168</sup>	108
<i>New dwellings built 2001-13 (net)</i>	8
<i>Estimated new dwellings 2013-31</i> <sup>169</sup>	11
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	None

### **Housing**

Wentworth is likely to continue to grow over the plan period, with new housing being built on suitable 'infill' sites within the village. Additionally, two small housing allocation sites are proposed on land opposite the old Red Lion on Main Street and land east of 1 Main Street.

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

<sup>167</sup> Population for Wentworth parish (mid-2012).

<sup>168</sup> Dwellings for Wentworth parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>169</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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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 WEN 1 and WEN 2.

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

**Policy WEN 1: Housing allocation, land opposite the old Red Lion, Main Street**

Approximately 0.15 hectares of land is allocated for residential development for up to 2 dwellings.

Development proposals will be expected to:

- Provide for frontage development only, to reflect the existing character of this part of Main Street.
- Have particular regard to the protected trees which are present on the site through the submission of a full trees assessment.
- Have particular regard to the scale, height, design and massing of buildings, and landscaping, in order to provide a high quality scheme which enhances the character of the village and minimises amenity impact on neighbouring properties.
- Provide any necessary highway improvements and/or traffic calming measures to Main Street as required by the Highways Authority; and
- Comply with the other policies of the Local Plan.

**Policy WEN 2: Housing allocation, land east of 1 Main Street**

Approximately 0.12 hectares of land is allocated for residential development for up to 2 dwellings.

Development proposals will be expected to:

- Provide for frontage development only, to reflect the existing character of this part of Main Street.
- Have particular regard to the protected trees which are present on the site through the submission of a full trees assessment.
- Have particular regard to the scale, height, design and massing of buildings, and landscaping, in order to provide a high quality scheme which enhances the character of the village and minimises amenity impact on neighbouring properties.
- Provide any necessary highway improvements and/or traffic calming measures to Main Street as required by the Highways Authority; and
- Comply with the other policies of the Local Plan.

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**Employment**

The village has no business premises, although a handful of small businesses are run from residential properties including JFB interiors and Desiderata Bed and Breakfast.

No new employment allocation sites are proposed on the edge of Wentworth. 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 Wentworth have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Witcham Waste Water Treatment Works.

	Priority	Suggestions
1	Improvements to pedestrian/cycle routes	Pedestrian/cycle routes to link village with surrounding settlements including Sutton and Witcham Toll.
2	Improvements to play area	More equipment for all ages of children in the new play area, e.g. swings.
3	Improvements to the Village Hall at St Peter's Church	Installation of a new heating system.
4	More school places	Need for adequate school places to be provided in Witchford for Wentworth children.
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Witcham Wastewater Treatment Works which serves Wentworth may need to be upgraded to accommodate future development (see section 3 of the Local Plan for further details).

The current community facilities in Wentworth (including the church/community hall and play area) 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.

**Spatial strategy for Wentworth (see Inset Map 8.44)**

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## **8.40 Westley Waterless**



### **Description of Westley Waterless**

**Westley Waterless** is a small, long village in the south of the district, approximately 5 miles south of Newmarket, close to the South Cambridgeshire border. The village comprises a small group of houses along a single street that runs north-west from Burrough End, and most houses are strung out along its north-eastern side. The recently restored parish church of St. Mary-the-Less contains one of the finest examples of British brass design in the brass portraits of Sir John and Lady Alyne de Creke.

Facilities in the village include the church and a village hall. The village has a regular bus service which runs to Newmarket.

### **Key statistics**

Westley Waterless	
<i>Population</i> <sup>170</sup>	130
<i>Dwellings</i> <sup>171</sup>	60
<i>New dwellings built 2001-13 (net)</i>	2
<i>Estimated new dwellings 2013-31</i> <sup>172</sup>	1
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Limited services to Dullingham and Newmarket (Monday-Saturday) (as at June 2012)

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<sup>170</sup> Population for Westley Waterless parish (mid-2012).

<sup>171</sup> Dwellings for Westley Waterless parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>172</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.



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**Housing**

Westley Waterless has experienced very low growth over the last ten years. Some new housing is likely to come forward on suitable ‘infill’ sites within the village over the Plan period. No new housing allocation sites are proposed on the edge of Westley Waterless.

A ‘development envelope’ has been drawn around Westley Waterless 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 sensitively designed to reflect the open and attractive character of the village and 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 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 Westley Waterless. 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**

Westley Waterless Parish Council has indicated a desire for improvements to infrastructure and facilities in the village. The key priority is set out in the table below:

	<i>Priority</i>	<i>Suggestions</i>
1	A road improvement scheme	Traffic calming at entrances to village

The District Council will work with the Parish Council and County Council to explore options and secure funding for traffic calming features in Westley Waterless.

The current community facilities in Westley Waterless (including the church and the village hall) 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.

**Spatial strategy for Westley Waterless (see Inset Map 8.45)**

## **8.41 Wicken**



© Wicken Parish Council

### **Description of Wicken**

**Wicken** is a small village on the edge of the fens near Soham, 10 miles north-east of Cambridge and 5 miles south of Ely. The village is centred on three greens that form the heart of a Conservation Area.

The parish is home to Wicken Fen, the first nature reserve acquired by the National Trust (see Policy COM 5). It is one of only four wild fens which survive in the Great Fen Basin area, where 99.9% of the former fens have been replaced by arable cultivation. The Wicken Fen Vision is an ambitious 100-year project to expand the fen to around 56 km<sup>2</sup>; the National Trust aims to acquire further land as it becomes available.

Wicken has limited services, which include a village hall, a public house and a bus service to Soham and Ely which runs one day per week.

### **Key statistics**

Wicken	
<i>Population</i> <sup>173</sup>	730
<i>Dwellings</i> <sup>174</sup>	300
<i>New dwellings built 2001-13 (net)</i>	25
<i>Estimated new dwellings 2013-31</i> <sup>175</sup>	26
<i>Employment</i>	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	1 weekly service to Soham, Barway, Stuntney and Ely (as at 2012)

<sup>173</sup> Population for Wicken village (mid-2012).

<sup>174</sup> Dwellings for Wicken village, Cambridgeshire County Council Research Group (mid-2012).

<sup>175</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

Wicken is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the village. Additionally, two new housing allocation sites are proposed: land north-west of The Crescent and land south of Church Road. Details of the allocation sites are set out below.

A 'development envelope' has been drawn around Wicken 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 surrounding 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 WIC 1 and WIC 2.

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

**Policy WIC 1: Housing allocation, land north-west of The Crescent**

Approximately 0.2 hectares of land is allocated for residential development on land to the north-west of The Crescent for up to 5 dwellings.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Wicken.
- Have particular regard to the layout, scale, height, design and massing of buildings, and landscaping, in order to minimise impact on the open countryside; and
- Comply with the other policies of the Local Plan.

**Policy WIC 2: Housing allocation, land south of Church Road**

Approximately 0.2 hectares of land is allocated for residential development on land to the south of Church Road for up to 5 dwellings.

Development proposals will be expected to:

- Be frontage development only, to reflect the existing character along Church Road.
- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Wicken.
- Have particular regard to the layout, scale, height, design and massing of buildings, and landscaping, in order to minimise impact on the open countryside.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application; and

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- Comply with the other policies of the Local Plan.

**Employment**

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 Wicken. 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 Wicken 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 local broadband service	Options for the provision of access to either superfast or basic broadband will be considered by the Connecting Cambridgeshire project <a href="http://www.connectingcambridgeshire.co.uk/">http://www.connectingcambridgeshire.co.uk/</a>
2	Improvements to pedestrian / cycle routes	Cycle route between Wicken and Soham via Downfields / Drury Lane.
3	Improvements to play areas	Identify specific improvements to be considered for future funding sources e.g. extension of existing play areas. Play equipment suitable for older children at recreation ground such as BMX track, and play equipment suitable for very young children.
4	Improvements to the community / Village Hall	Identify specific improvements to be considered for future funding sources e.g. wall / roof insulation, refurbishment of kitchen and bar areas, and refurbishment of original roof towers.
5	Improvements to sports pitches / open space	Identify specific improvements to be considered for future funding sources e.g. cricket pitch on recreation ground, and improved drainage.
6	Reducing speeding through the village	Parish Council to work with District and County Council and Cambridgeshire Police in exploring options to address speeding issues.
7	Improvements to public transport services	The District Council's aspiration is to see existing service levels retained, and to encourage and support self-sufficient demand responsive transport services, including community transport. The District Council will work with the County Council to secure funding, including developer contributions, to develop transport services and infrastructure in the most effective way.

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

**Spatial strategy for Wicken (see Inset Map 8.46)**

## 8.42 Wilburton



© East Cambridgeshire District Council

### Description of Wilburton

**Wilburton** is a small village situated 6 miles south-west of Ely, on the ridge between Stretham and Haddenham. The core of the village is designated as a Conservation Area with a particularly attractive area around the church.

Wilburton has a range of facilities including two shops, a public house, a village hall and social club, a primary school and St. Peter's Church. There is also a recreation ground with a cricket pitch, pavilion and local play area and a regular bus service to Cambridge.

### Key statistics

Wilburton	
<i>Population</i> <sup>176</sup>	1,360
<i>Dwellings</i> <sup>177</sup>	560
<i>New dwellings built 2001-13 (net)</i>	87
<i>Estimated new dwellings 2013-31</i> <sup>178</sup>	20
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular bus services to Cambridge, Haddenham, Sutton, Chatteris (Mon-Sat)

<sup>176</sup> Population for Wilburton parish (mid-2012).

<sup>177</sup> Dwellings for Wilburton parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>178</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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**Housing**

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

A 'development envelope' has been drawn around Wilburton 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. A Community Land Trust has been established for Wilburton and Stretham, and the group has aspirations to bring forward an exceptions scheme on the edge of Wilburton to deliver affordable housing and other community benefits. This and other housing schemes outside the development envelope will be assessed against Policies GROWTH 2, GROWTH 6 and other Local Plan policies as appropriate.

**Employment**

There are a range of businesses located in the village, including Wilburton Garage, Twentypence Garden Centre and a number of small employers such as building contractors, business and PR consultants and computer software developers. 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 Wilburton. 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 Wilburton have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Witchford Waste Water Treatment Works.

	Priority	Suggestions
1	Improvements to sports grounds/open space	New pavilion; better changing facilities; off road parking.
2	Improvements to pedestrian/cycle routes	Pedestrian/cycle routes to link village with Stretham, Cottenham, Ely and Cambridge.
3	Improvements to play areas	Updated play equipment; new equipment for toddlers.
4	Improvements to the community/Village Hall	Parking provision.
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Wilburton Wastewater Treatment Works may need to be upgraded to accommodate future development (see section 3 of the Local Plan for further details).

The current community facilities in Wilburton (including the village hall, social club and recreation ground) 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 existing community facilities will also be

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

**Spatial strategy for Wilburton (see Inset Map 8.47)**

## **8.43 Witcham**



### **Description of Witcham**

**Witcham** is a small village located approximately 6 miles to the west of Ely and close to the settlements of Mepal, Sutton and Wentworth. The name of the village is likely to have been derived from the term ‘Wych Elms’ due to the trees which grow locally. The village is centred around a crossroads and contains a number of Listed Buildings, the majority of which date from the 13<sup>th</sup> and 14<sup>th</sup> centuries. It includes a designated Conservation Area centred around the High Street.

Witcham has a limited range of facilities – there is a village hall, a part-time post office service, a church, recreation area including a play area and a public house.

### **Key statistics**

Witcham	
<i>Population</i> <sup>179</sup>	420
<i>Dwellings</i> <sup>180</sup>	190
<i>New dwellings built 2001-13 (net)</i>	17
<i>Estimated new dwellings 2013-31</i> <sup>181</sup>	16
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular services to Ely (Mon-Sat) (as at 2012)

### **Housing**

Witcham 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 Witcham.

A ‘development envelope’ has been drawn around Witcham 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.

<sup>179</sup> Population for Witcham parish (mid-2012).

<sup>180</sup> Dwellings for Witcham parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>181</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.



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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. However, it should be noted that Witcham Parish Council does not support development coming forward outside the development envelope (as at May 2013).

**Employment**

There are several businesses in Witcham including, a window and conservatory installer, turf supplier and a Bridal Design business. 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 Witcham. 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 Witcham have indicated a desire for improvements to the village hall, pedestrian/cycle routes and the existing play area as their top 3 priorities. A full list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Witcham Waste Water Treatment Works.

	Priority	Suggestions
1	Improvements to the village/community hall	Further development and refurbishment including sport changing facilities.
2	Improvements to pedestrian/cycle routes	Parish Council supporting A142 cycleway working party in completing the link between Witcham Toll and Wentworth to complete the cycleway between Sutton and Ely.
3	Improvements to the existing play area	Refurbishment and maintenance of existing play area necessary for the future.
4	Improvements to public transport/community transport	Cambridgeshire County review and consultation on only bus service for village following removal of subsidy.
5	New play area	
6	Improvements to sports ground/open space	
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Witcham Wastewater Treatment Works may need to be upgraded to accommodate future development (see section 3 of the Local Plan for further details).

The current community facilities in Witcham (including the village hall and recreation area) 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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The District Council will also continue to work in partnership with Cambridgeshire County Council to try to ensure that the community retains its current levels of accessibility, and encourage self-sufficient transport services such as community transport.

#### **Spatial strategy for Witcham (see Inset Map 8.48)**

## 8.44 Witchford



### Description of Witchford

**Witchford** is a large village situated in agricultural countryside 1 mile west of Ely. The village is elongated in shape and has a number of attractive buildings. From 1943-1946 Lancaster bombers flew from RAF Witchford, just outside the parish. The airbase was dismantled and the site is now farmland and a business park.

Facilities in the village include a shop, post office, 2 churches, village hall, recreation ground, garage, and primary school. The village is home to one of the 4 Village Colleges (secondary school) in the district which serves Witchford and the surrounding villages. A new district household recycling centre is located on the edge of the village. The village has a regular bus service which runs to Ely and Cambridge.

### Key statistics

<i>Witchford</i>	
<i>Population</i> <sup>182</sup>	2,410
<i>Dwellings</i> <sup>183</sup>	960
<i>New dwellings built 2001-13 (net)</i>	89
<i>Estimated new dwellings 2013-31</i> <sup>184</sup>	37
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Regular services to Ely and Cambridge (Monday-Saturday) (as at June 2012)

<sup>182</sup> Population for Witchford parish (mid-2012).

<sup>183</sup> Dwellings for Witchford parish (mid-2012), Cambridgeshire County Council Research Group.

<sup>184</sup> East Cambridgeshire Housing Trajectory September 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

### Part Two: Village/Town Visions

#### Housing

Witchford 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 Witchford.

A 'development envelope' has been drawn around Witchford 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. Witchford Parish Council is keen to see more affordable housing in the village and has indicated positive support for exception schemes outside the development envelope for affordable housing to meet local needs. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

#### Employment

There are a number of businesses in the village and two business parks in Witchford parish – Greenham Park and Sedgeway 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).

No new employment allocation sites are proposed on the edge of Witchford. 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 Witchford have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below. The table also includes details relating to the potential upgrading of the Witchford Waste Water Treatment Works.

	Priority	Suggestions
1	Improvements to pedestrian/cycle routes	Foot/cycle bridge to cross A10 from BP garage into Ely. Pedestrian path on Grunty Fen road from Main Street. Increase width of footpath/cycle paths along Ely Road/Main street and Sutton Road.
2	Improvements to sports grounds/open space	New netball courts at Bedwell Hey Lane recreation ground. Improvements to Victoria Green Park. Improvements to Common Road play area.
3	Improvements to the community/village hall	Refurbishment of Village Hall.
4	More school places	Liaison with County Council Education department.
-	Potential upgrade to Waste Water Treatment Works	Anglian Water has indicated that the Witchford Wastewater Treatment Works may need to be upgraded to accommodate future development (see section 3 of the Local Plan for further details).

The top priority is for improvements to pedestrian/cycle routes, particularly to Ely. Other priorities include improvements to sports grounds/open spaces and to the Village Hall, and more school places in Witchford. The District Council will work with the Parish Council and

**Part Two: Village/Town Visions**

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County Council to explore options and secure funding for improvements to open spaces and community facilities in Witchford. The District Council will work with the County Council to explore the issue of extra school places and 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 Witchford (including the shop, post office, churches, village hall, and recreation ground) 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.

**Spatial strategy for Witchford (see Inset Map 8.49)**

## 8.45 Woodditton and Saxon Street



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### Description of Woodditton and Saxon Street

The parish of **Woodditton** includes a number of small villages, including **Saxon Street**, Ditton Green and Little Ditton as well as the Crockfords Park area of Newmarket (included in the entry for Newmarket Fringe). Locally however the villages of Ditton Green and Little Ditton are most commonly referred to as Woodditton. Woodditton is an ancient village, first mentioned in an instrument of King Canute, and in Domesday Book. Situated on the Cambridgeshire/Suffolk border, close to Newmarket, the Parish comprises a mix of both urban and more rural areas and is dominated by stud land, farmland and woodland. A part of the southern boundary is the Anglo-Saxon earthworks, Devil's Ditch, which is crossed by the old Roman road - the Icknield Way.

Facilities in both Woodditton and Saxon Street are limited. Woodditton has a church and a public house, Saxon Street has a Methodist Chapel with a hall and sports fields. Both settlements have a limited bus service which runs to Newmarket.

### Key statistics

Woodditton	
<i>Population</i> <sup>185</sup>	860
<i>Dwellings</i> <sup>186</sup>	380
<i>New dwellings built 2001-2013 (net)</i>	26
<i>Estimated new dwellings 2013-2031</i> <sup>187</sup>	8
<i>Employment</i>	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Limited services to Newmarket (as at 2012)

<sup>185</sup> Population for Woodditton parish, excluding Newmarket Fringe (mid-2012).

<sup>186</sup> Dwellings for Woodditton parish, excluding Newmarket Fringe (mid-2012), Cambridgeshire County Council Research Group.

<sup>187</sup> East Cambridgeshire Housing Trajectory March 2014. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

**Part Two: Village/Town Visions**

**Housing**

Woodditton and Saxon Street are likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the settlements. No new housing allocation sites are proposed on the edge of Woodditton or Saxon Street.

A 'development envelope' has been drawn around both Woodditton and Saxon Street 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 Woodditton and Saxon Street. 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 Woodditton or Saxon Street. 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 of both Woodditton and Saxon Street have indicated a desire for improvements to infrastructure and facilities. A list of priorities for each settlement is set out in the tables below.

Woodditton

	Priority	Suggestions
1	Traffic calming/highway improvements	More speed checks. Warning chevrons at Three Ponds Corner, Vicarage Lane.
2	Improvements to pedestrian/cycle routes	Extension of cycle paths to compensate for reduction in bus services.

Saxon Street

	Priority	Suggestions
1	Traffic calming/highway improvements	Gateway treatment for both ends of The Street Improved footway at the bends at the narrow lower end of The Street. More speed checks on School Road and The Street
2	Improvements to pedestrian/cycle routes	Extensions to cycle paths.
3	Improvements to play area	Continued development of the large sports field in School Road including provision of sports pitches and better facilities.

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The top two priorities for both areas are traffic calming/highway improvements and improvements to pedestrian/cycle links. Other priorities include improvements to play areas, sports grounds and open space. The District Council will work with the Parish Council and County Council to explore options and secure funding for community facilities and road and transport schemes in both settlements. 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 Woodditton and Saxon Street (including the church, chapel and public house) 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.

**Spatial strategy for Woodditton (see Inset Map 8.50)**

**Spatial strategy for Saxon Street (see Inset Map 8.51)**