



# 9

Detailing the place



North Ely is a development for the 21st Century, which should deliver innovative, quality buildings and spaces.

## Development Principles

- Striving to meet the highest environmental standards
- Reinforcing the special quality and character of Ely through high quality design

## Outcomes

- Innovative, quality buildings and spaces at the cutting edge of design, as well as respect for the traditional urban form and character of Ely
- Streets and public realm designed to create a distinctive character for the community
- Provision for different character areas within North Ely
- Retention of important views in and out of Ely and creation of landmark features
- Retention of Chettisham's distinctive character and separate identity.

Any new buildings and spaces will need to respect the traditional urban form and character of Ely, and the sites position on the edge of the built up area. To achieve this design coding will promote the sensitive use of traditional building materials in a contemporary manner.

Two streets will be critical in helping define the distinctive character of North Ely - the existing Lynn Road and the new tree lined 'Highflyer Avenue' (parts of which will be designated as a Main Street where it coincides with the Urban Village character area).

Appropriate set backs for development and avenues of street trees will create a strong identity and green character.

## Creating Character

Development at North Ely should respond to the inherent opportunities and constraints that the site presents. Aspects such as the location within the site, views to the Cathedral, accessibility of facilities, natural resources, existing links, surrounding urban form, environmental features and topography should form an integral part of the masterplan development to maximise sustainability and the identity of any proposed scheme.

The character of the development is described in terms of 'neighbourhoods' and a range of 'character types' within these neighbourhoods.

These neighbourhoods and character types are described in the latter part of this section, setting out the key design principles for each neighbourhood within North Ely, and the more detailed design objectives for specific character types. Neighbourhoods and character types are also identified on a series of illustrative plans.

It should be noted that whilst the neighbourhood areas will be broadly reflected in outline applications, the character types identified are for illustrative purposes only and show how different parts of each neighbourhood area could come forward at reserved matters stage.

Planning applications will need to demonstrate that account has been taken of the design objectives of the JSMP. At the grant of outline consent, design codes will be required by condition and will be submitted prior to determination of reserved matters applications.

### *Neighbourhoods*

Each neighbourhood is spatial in nature and forms a specific response to the site and existing features. North Ely breaks up into a number of different neighbourhoods, with the Lynn Road Local Centre forming the centrepiece of the scheme.

The JSMP identifies the following neighbourhoods for North Ely:

- Lynn Road Local Centre
- South West
- West
- North West
- Highflyer Green
- Highflyer Hall
- Highflyer Orchards
- Chettisham Business Park
- Country Park

## Character Types

Character areas allow the individual parts of the development to be treated in a specific way and with appropriate design parameters. The formulation of character areas have been informed by traditional development patterns of Ely, while incorporating sustainable design and contemporary development principles.

The JSMP identifies the following character types for North Ely:

- Urban village
- Suburbia
- Green living
- Arcadia
- Local centre

## Overarching Design Principles

### *High Quality Design*

The quality of North Ely will impact on all aspects of life for its residents. How well it is designed will influence how safe people feel, how easy it is to walk around, whether they have shops, community facilities and schools nearby and whether their children have safe places to play. It will also affect whether there is good access to public transport and a good choice of homes in which to live.

North Ely must embody the principles of good urban design.

Design quality is about more than appearance; it is a combination of functionality (how well the development achieves its purpose); impact (how well it creates a sense of place); and build quality.

### *Understanding Design Scale*

The important aspects of design are considered at different scales – gradually focusing in from the overall environment and surrounding area (the context of the site), its setting and public realm, the building scale, and finally the small details.

## *National Best Practice*

The District Council's vision for North Ely is for an exemplar development of a quality that would be easily recognised and that stands comparison with Ely's heritage. The District Council invites developers to strive for award winning quality in design.

A comprehensive approach is required to achieve this vision. This framework sets out the overall development outcomes for North Ely. It will be completed by detailed masterplanning to inform individual applications. Design codes will be used at the reserved matters stage to guide detailed design.

The District Council has adopted the Cambridgeshire Quality Charter for Growth. This outlines 4 key principles: community, connectivity, climate, and character.

These principles have guided the preparation of a design guide for East Cambridgeshire. The Council will use these documents in addition to this development framework when assessing the quality of development proposals.

The Council will also encourage the submission of draft proposals to the Cambridgeshire Quality Panel.

### *Important Views*

The City of Ely is visible over significant distances due to its position on an island within a fen landscape. The distinctive silhouette of the Cathedral stands out on the skyline, with its single tower at the west end and octagonal lantern to the east. There are other distinguishing landmarks in Ely such as the water towers and St Mary's Church but without question it is the Cathedral that dominates views.

The layout of Highflyer Avenue and other key streets and the open spaces network, as proposed in this document, will provide good visual links from North Ely to the Cathedral and the surrounding fen landscape – it will be important to maintain a visual connection with Ely's rural context.

The development framework also protects the quintessential views identified by the Ely Environmental Capacity Study (2001).

### *Landmarks and Legibility*

Clear landmarks and distinct features contribute to the image and identity of a place, and help people identify and remember different areas and thereby orientate themselves.

Local landmarks can comprise key feature buildings, spaces, mature trees, and public works of art placed at points in the development. They should be located to emphasise key vistas, or the termination of a view, or as a focus to the area.

A landmark could be not only a distinctive building, group or series of buildings but a taller one, designed to be seen over a wider area (e.g. a church spire).

This development framework supports the provision of new landmarks. The detailed masterplan prepared as development goes forward will identify positions and types of local landmarks. A public art strategy will also be required at this stage.

### *Tree lined streets/ public realm*

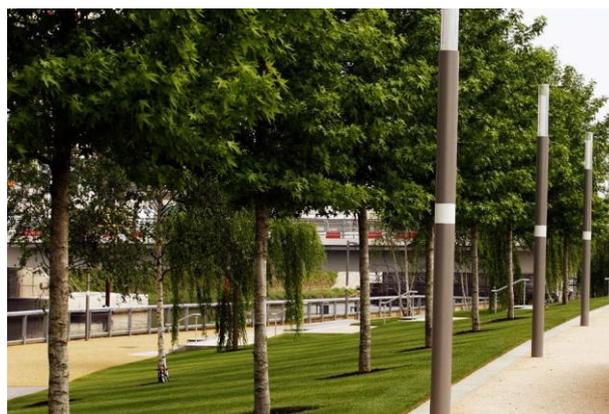
The quality of the public realm will play an important role in defining the character of North Ely. This will include street tree planting and open spaces/ squares on the key streets within the development.

The design framework proposes a number of locations for open spaces and squares. These provide opportunities for social interaction. The best public spaces have areas of activity complemented by quiet zones for people watching.

### *What is urban design?*

*“the art of shaping the interaction between, people and places, environment and urban form, and nature and built fabric, and influencing the processes which lead to successful villages, towns and cities.”*

*Source: Kevin Campbell & Robert Cowan in Planning (Feb 1999)*



## Neighbourhoods

The term 'neighbourhood' describes diverse areas within North Ely, mainly defined by the facilities and location within the site. Each neighbourhood will feature a variety of character types, describing streets and housing, and overlaid with the unique features make an area a distinct unit with its unique identity.

The following section lists the characteristics of each neighbourhood with regard to character types, public open space, facilities and special features. Definitions of these key terms are provided in Table 9.1 below.

A plan of the proposed neighbourhoods is provide overleaf.

Characteristic	Defining elements
Character Types	Description of which character types are included in this neighbourhood, giving an indication of the variety of a neighbourhood
Public open space	Location and character of open space and how dwellings front onto the space; accessibility of open spaces
Facilities	Location and nature of central facilities within the neighbourhood
Special features	Taking the opportunity to retain, reveal, conserve or create non-development features, and to link development to its landscape context by enabling or focusing views in and out of the site; particularly relevant on edges, the main street and open spaces throughout the development

**Table 9.1: Neighbourhood Areas Terminology**



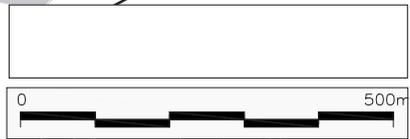












Neighbourhoods





## South

Characteristic – South	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Neighbourhood Centre</li> <li>■ Urban Village</li> <li>■ Suburbia</li> <li>■ Green Living</li> </ul>
Public Open Space	<ul style="list-style-type: none"> <li>■ Main parks</li> <li>■ Main civic space</li> <li>■ Green corridors with foot and cycle paths, coinciding with drainage</li> <li>■ Green corridors along all southern edges with play and informal recreation as well as access function</li> <li>■ Green edges to A10</li> <li>■ Main street with wide streetscape that allows for all modes of travel and equal importance to 'link' and 'place' functions</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Local centre uses</li> <li>■ School</li> <li>■ Work hub/community facility</li> <li>■ Potential for micro library within the work hub</li> <li>■ Urban park</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Views to Ely Cathedral from the southeastern parts of the site</li> <li>■ Continuous frontages</li> <li>■ Retain existing trees and drainage pattern</li> <li>■ Urban frontage onto prominent green areas</li> <li>■ Strong space defining architecture</li> <li>■ Retain existing trees and drainage pattern</li> <li>■ Urban frontage onto prominent green areas</li> </ul>



## West

Characteristic – West	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Urban Living</li> <li>■ Suburbia</li> <li>■ Green Living</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Green edge, including allotments</li> <li>■ Country Park</li> <li>■ Central playing fields</li> <li>■ Green corridors</li> <li>■ Communal green</li> <li>■ Access to main green link</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Central playing fields</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Retain existing trees and drainage pattern</li> <li>■ Natural drainage build on the topography of the site with attenuation located along green edge</li> <li>■ Fenland views</li> <li>■ Proximity to main street throughout neighbourhood</li> </ul>



## North

Characteristic - North	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Arcadia</li> <li>■ Large plots to facilitate rural lifestyle</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Village character</li> <li>■ Village green in the centre</li> <li>■ Plot based rural land uses such as horticulture and equestrian</li> <li>■ Direct access to Country Park and nature reserve</li> <li>■ Strong separation through wooded landscape</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Tree belt along northern boundary retained and strengthened to retain Chettisham's character as a distinct settlement</li> <li>■ Increased tree cover and strong boundary vegetation to strengthen countryside character</li> <li>■ Distance retained to Lynn Road and to existing farm on Lynn Road</li> <li>■ Retained hedgerow and ditch as division between fenland and settlement</li> </ul>



### Lynn Road Local Centre

Characteristic – Neighbourhood Centre	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Local centre</li> <li>■ Urban Village</li> <li>■ Suburbia</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Main civic square that integrates traffic flows as well as pedestrian/ cycle movement and social activities</li> <li>■ Wider pavements in front of shops along the main street</li> <li>■ Foot and cycle paths throughout green corridors</li> <li>■ Access to main green link</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Local centre uses</li> <li>■ School</li> <li>■ Playing fields</li> <li>■ Care home</li> <li>■ Potential for health facilities, such as doctors and pharmacy</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Views to Ely Cathedral from Lynn Road</li> <li>■ Gateway into Ely from Chettisham</li> <li>■ Strong space defining architecture</li> </ul>



## Highflyer Orchards

Characteristic – CC North	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Urban Village</li> <li>■ Suburbia</li> <li>■ Green Living</li> <li>■ Arcadia</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Linear green infrastructure</li> <li>■ Country Park with allotments/ productive landscape</li> <li>■ Frontage onto main park along the eastern edge</li> <li>■ Network of pedestrian and cycle linkages</li> <li>■ SUDS integrated within green ways</li> <li>■ Green buffer to Lynn Road</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Largely residential in nature</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Central neighbourhood green</li> </ul>



Playing

## Highflyer Hall

Characteristic – CC East	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Urban Village</li> <li>■ Suburbia</li> <li>■ Green Living</li> <li>■ Arcadia</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Linear green infrastructure</li> <li>■ Country Park with fenland habitat</li> <li>■ Frontage onto main park along the western edge</li> <li>■ Network of pedestrian and cycle linkages</li> <li>■ SUDS integrated within green ways</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Largely residential in nature</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Central neighbourhood green</li> <li>■ Protecting the setting of Highflyer Hall</li> </ul>





## Highflyer Green

Characteristic – CC South	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Urban Village</li> <li>■ Suburbia</li> <li>■ Green Living</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Urban village with church around central neighbourhood green</li> <li>■ Country Park with formal landscaping</li> <li>■ Allotments towards existing neighbourhood</li> <li>■ Access to main green link</li> <li>■ Network of pedestrian and cycle linkages</li> <li>■ SUDS integrated within green ways</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Visitor car park on the edge of Country Park</li> <li>■ Place of worship/community hall</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Cathedral views</li> </ul>



## Country Park

Characteristic – CC East	Defining elements
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Wetland</li> <li>■ Wildflower grassland</li> <li>■ Activity zones</li> <li>■ Orchards and allotments</li> <li>■ Rural Edge Frontage onto Country Park</li> <li>■ Network of pedestrian and cycle linkages</li> <li>■ SUDS system</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Potential visitor centre</li> <li>■ Visitor car parking</li> <li>■ Natural play area</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Lake</li> </ul>



## Chettisham Business Park

Characteristic – CC South	Defining elements
Character Types	<ul style="list-style-type: none"> <li>■ Employment</li> </ul>
Public Open Space/ Landscape	<ul style="list-style-type: none"> <li>■ Formal landscaping around employment</li> <li>■ Potential for allotments and/or orchards</li> <li>■ Green buffer to Lynn Road</li> <li>■ Access to Country Park</li> </ul>
Facilities	<ul style="list-style-type: none"> <li>■ Parking for business use/allotments</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ 'Green' setting for business uses with views across Country Park</li> </ul>





## Character Types

The character types which are described on the following pages will need to be defined in more detail following further site analysis and baseline work and will be developed further and fixed at the detailed stage of the planning process.

It is expected that this detailed work will result in a more finely grained pattern of character areas.

An illustrative plan of the proposed character types is provide overleaf.

### *Descriptions of Character Types*

The aim of developing character types is to create diversity based on existing opportunities, making the place more varied and appropriate. There is, however, a set of objectives that applies to all character types of North Ely, which is outlined below.

Overall objectives for the scheme:

- Encourage active travel patterns through the creation of walkable neighbourhoods

- Link up existing and proposed movement corridors to maximise permeability
- Location of proposed land uses and new facilities close to where the demand
- Incorporate a variety of housing typologies and sizes to cater for a variety of demographic groups
- Easy access to variety of green spaces, which, in return will influence the face of each character area
- A legible structure of routes and spaces, which also combines a richness of character and detail, based on a response to the range of traditional urban forms in and around Ely

### *Key Terminology*

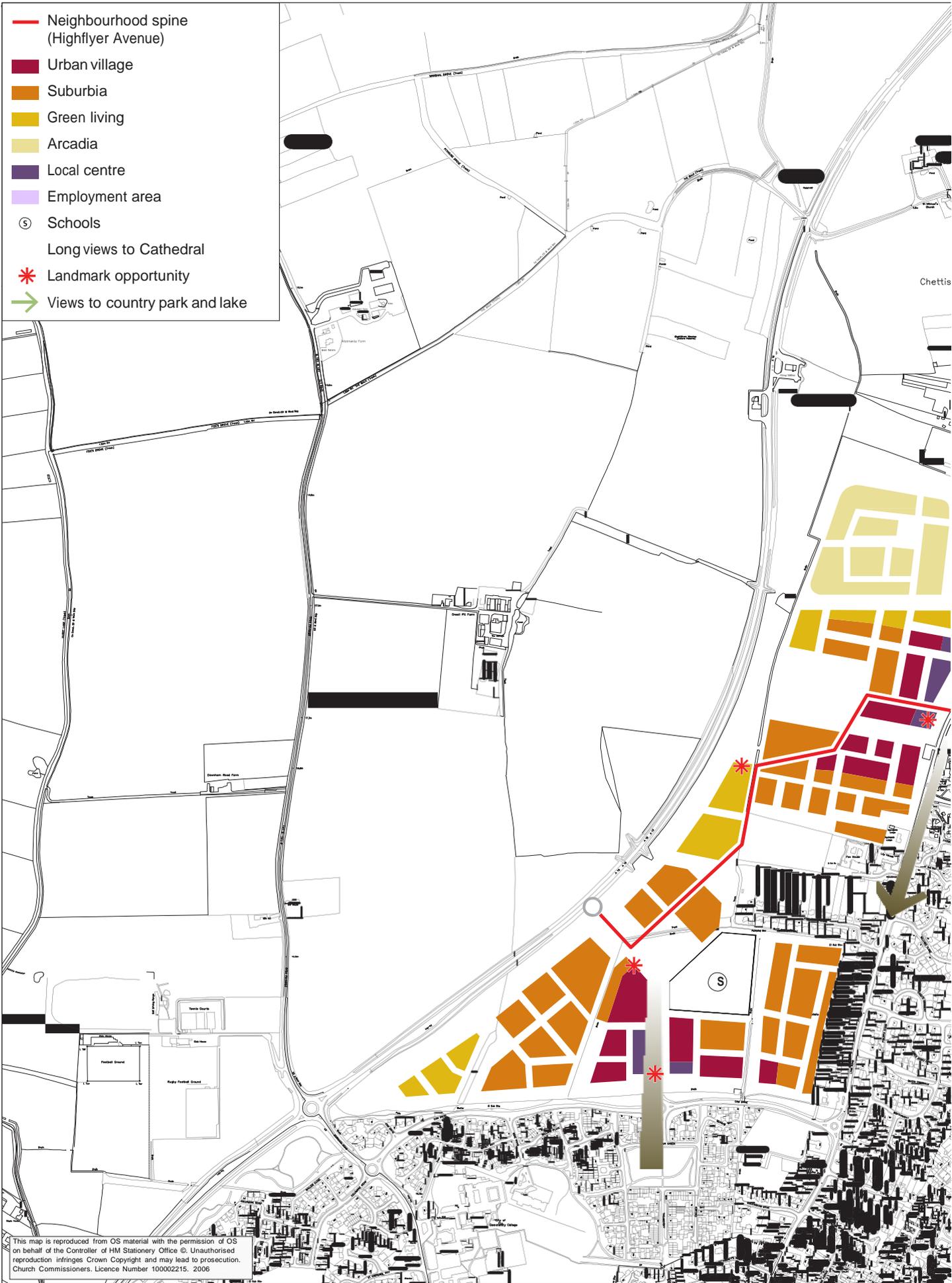
In describing the character areas, a range of terminology is used in to define the key elements of the design and explain how these elements exert influence on character. The terminology is summarised in Table 9.2 below.

Characteristic	Defining elements	Influence on character
Land Uses	Mixed use Single use	Time of use; levels of activity a land use generates; compatibility with other uses and potentially required interfaces between them
Development Typologies	Housing typologies Retail/ commercial typologies Integration of different uses Number of storeys Frontages Parking arrangements Private open space	Scale and proportions of built development and how it is serviced or accessed on its plot
Streetscape	Carriageway/ pavement Front zones Quality of materials Soft or hard landscaping Quality of vegetation Quality of boundary treatments Pedestrian footpaths	The degree to which the area is defined as urban, suburban or rural, depending on the use of non-built space either as streets and urban spaces (predominantly hard-paved), or well vegetated and softer less-urban environments
Densities	Number of dwellings per hectare	Relation between dwelling number and plot size; relation between dwelling size and size and use of private open space; car parking arrangements; number of storeys

Table 9.2: Character Types Terminology



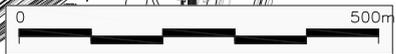
- Neighbourhood spine  
(Highflyer Avenue)
- Urban village
- Suburbia
- Green living
- Arcadia
- Local centre
- Employment area
- Schools
- Long views to Cathedral
- ✱ Landmark opportunity
- ➔ Views to country park and lake



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### Character Types



## Urban Village

The character types of urban village aims to create a dense and urban development pattern that builds on some of the historic streets southeast of the city centre. Here, narrow and linear streets with semi-detached and terraced dwellings of varying sizes create a small scale settlement pattern with a distinct feel of a small city, where live/ work units are mixed in to the largely residential background to evoke a feeling of diversity.

The Urban Village character type will be areas of medium to higher density, where a variety of dwellings sizes will allow for a tighter urban character and efficient use of land, where easy access to main parks and public civic and green space complement smaller gardens.

Each Urban Village area will provide mixed use development with homes, services and potentially live/ work units. The mix of dwelling types and land uses enables a sustainable type of development that will offer community facilities to new and existing neighbourhoods, combined with excellent public transport.

Streets are laid out more formally with tree planting and materials to emphasise the hierarchy.

Appropriate locations have been identified close to The Avenue and its extensions towards Cam Drive, given the proximity of these locations to strategic highways, public transport routes and nodes within the urban pattern.



Illustrative Layout of Development Block as part of 'Urban Village'

Characteristic – Urban Village	Defining elements
Land Uses	<ul style="list-style-type: none"> <li>■ Residential</li> <li>■ Community</li> <li>■ Education facilities close by</li> <li>■ Employment facilities close by</li> </ul>
Development Typologies	<ul style="list-style-type: none"> <li>■ Terraced dwellings</li> <li>■ Semi-detached dwellings</li> <li>■ Potential for some apartments above ground floor uses</li> <li>■ Residents parking mainly on plot and away from street frontage</li> <li>■ Visitor parking on street</li> <li>■ Some parking on plot on ground floor level</li> <li>■ 2-3 storeys</li> <li>■ Rear gardens for dwellings and shared garden space or roof gardens for apartments</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>■ Formal streets that are well-connected to the street network of Ely</li> <li>■ Primary routes: Highflyer Avenue with tree planting, wider carriageway and pavements, parking along some stretches</li> <li>■ Secondary routes: smaller streets with carriageway and pavements; formal tree planting</li> <li>■ Tertiary routes: Narrow streets with mews dwellings and shared surface principles; largely hard surfaced with small trees and planting in places</li> </ul>
Densities	<ul style="list-style-type: none"> <li>■ Medium to higher densities of up to 40dph</li> </ul>
Special Features	<ul style="list-style-type: none"> <li>■ Retain existing trees and drainage pattern</li> <li>■ Urban frontage onto prominent green areas</li> </ul>
Comparable neighbourhoods	<ul style="list-style-type: none"> <li>■ Riverside area of Ely; areas of relatively lower density</li> <li>■ Acordia, Cambridge; smaller scale parts of the neighbourhood; mews and roof terraces</li> </ul>



## Suburbia

The character type of Suburbia will form the largest part of the development with development patterns that cater for families as parts of Ely around its edges already do. Densities mean that generous gardens and streetscapes will allow for a leafy atmosphere, while there is easy access to parks, foot and cyclepaths. Streets are mostly residential, with side streets creating a quiet living environment.

The Suburbia character type is frequently located next to the Urban Village character types, and is the interface between the existing modern neighbourhoods of Ely and the new development of North Ely. It also has a role being located between other lower density character types proposed towards the outer parts of North Ely

and the higher density Urban Village character type. It will provide a suburban living environment that will aim to achieve the best of this type and development drawing elements from some of the favoured historic and new suburban residential development in Ely, Cambridgeshire, East Anglia and the UK.

The character type will need to provide for a range of residents, with layout and land use ideal for families, mixing well designed and adaptable family housing of different types and sizes, with open space, safe streets and routes to school and other community facilities. The location of schools and central facilities in close proximity to most of this character type will help to achieve this.



**Illustrative Layout of Development Block as part of 'Suburbia'**

Characteristic – Suburbia	Defining elements
Land Uses	<ul style="list-style-type: none"> <li>■ Residential</li> <li>■ Education facilities close by</li> <li>■ Community facilities close by</li> </ul>
Development Typologies	<ul style="list-style-type: none"> <li>■ Terraced dwellings</li> <li>■ Semi-detached dwellings</li> <li>■ Some detached dwellings</li> <li>■ Predominantly 2 storeys with some 3 storeys along prominent edges</li> <li>■ Car parking largely on-plot</li> <li>■ Some residents and visitor parking along street</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>■ Primary routes: The Avenue with tree planting, wider carriageway and pavements, parking along some stretches; secondary access arrangements to some of the dwellings</li> <li>■ Secondary routes: smaller streets with carriageway and pavements; green verge with tree planting</li> <li>■ Tertiary routes: Informal private access to dwellings; shared surface and areas of planting to the front of the dwellings</li> </ul>
Densities	<ul style="list-style-type: none"> <li>■ 30-35dph</li> </ul>
Comparable neighbourhoods	<ul style="list-style-type: none"> <li>■ Newhall, Harlow; St Nicholas Green</li> <li>■ Upton, Northampton</li> </ul>



## Green Living

The Green Living character type aims to provide an alternative to people, who enjoy a more sustainable and independent lifestyle, ranging from energy efficient homes to growing food and being an active member of the neighbourhood community. Individually designed dwellings will be interspersed with others, with a treed and vegetated environment providing the background. Some of the green streets on the southern edge of Ely already set a precedent with similar spatial qualities, while modern and energy efficient ways of construction will complement this.

The Green Living character type is located around the peripheral areas of North Ely, focussing particularly on the eastern and northern parts of North Ely and some along the western edge. It will act as an interface between the Arcadia and Suburbia.

The area will be characterised by a spacious suburban environment with a strong character where trees and hedges play an important role, together with gardens

and communal green areas. Some parts of the character type focus around public open spaces, others are located along the green edge of the development, where easy access to green space has a significant impact on the quality of the residential environment. A clear hierarchy of street types is defined by their principle and detail characteristics, varied by greens and street spaces, street trees and termination of some street views with green spaces or trees rather than buildings, giving the term 'green living' a double meaning. Green spaces and efficient buildings provide a living environment that allows for sustainable methods of generating and consuming energy and the recycling and disposing of waste.

The low to medium density allows for a range of dwelling types that will be designed with high sustainability credentials that can exploit the low to medium densities proposed. Development is set in an easily permeable loose and distorted grid of well-connected streets that respond to the topography and solar orientation.



Illustrative Layout of Development Block as part of 'Green Living'

Characteristic – Green Living	Defining elements
Land Uses	<ul style="list-style-type: none"> <li>■ Residential</li> </ul>
Development Typologies	<ul style="list-style-type: none"> <li>■ Detached dwellings on medium plots</li> <li>■ Semi-detached dwellings on medium plots</li> <li>■ Predominantly two storeys</li> <li>■ Allotments associated with individual dwellings</li> <li>■ Communal green spaces</li> <li>■ Provision for self build/ individually bespoke dwellings</li> <li>■ Parking largely on plot; some parking along informal lanes</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>■ Primary routes: The Avenue with tree planting, wider carriageway and pavements, parking along some stretches; secondary access arrangements to some of the dwellings</li> <li>■ Secondary routes: smaller streets with carriageway and narrow pavements;</li> <li>■ Tertiary routes: Informal private access to dwellings; shared surface lanes</li> </ul>
Densities	<ul style="list-style-type: none"> <li>■ Low to medium densities of up to 30dph</li> </ul>
Comparable neighbourhoods	<ul style="list-style-type: none"> <li>■ Older houses along Witchford Road, Ely</li> <li>■ Parkside, Upton, Northampton</li> <li>■ Bed Zed</li> </ul>



## Arcadia

The Arcadia character type aims to provide a more exclusive and secluded part to North Ely, where residents can enjoy a rural lifestyle, while still benefitting from easy access to facilities. Set in an idyllic location with small roads and village atmosphere, large plots of land will create an ideal setting for countryside lifestyle. Examples in Ely include older parts of Cambridge Road (south side), where detached dwellings are situated in large plots, set in a well vegetated environs.

This character type will occupy a proportion of the eastern and northern edges of the development.

It will provide a soft, heavily landscaped transition between the urban area and the Country Park and surrounding rural context. Development will be more akin to rural, 'organically' evolved patterns of development with ample opportunity for large plot based ownership, including for example equestrian ownership, small-holding and small scale 'self-sufficiency' horticulture, orchards, large gardens or wildlife habitat, and with opportunities for self build or individual bespoke dwellings.



Illustrative Layout of Development Block as part of 'Arcadia'

Characteristic - Arcadia	Defining elements
Land Uses	<ul style="list-style-type: none"> <li>Residential with associated land uses</li> </ul>
Development Typologies	<ul style="list-style-type: none"> <li>Large detached dwellings</li> <li>Some medium size detached dwellings in the core</li> <li>Provision for self build/ individually bespoke dwellings</li> <li>Residential parking on plot; visitor parking on –lane</li> <li>Private gardens and additional land along edges</li> <li>Predominantly two storeys</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>The character type is not served by primary routes</li> <li>Secondary route: small village roads with green verges as main circulation</li> <li>Tertiary route: lanes that respond to the topography and landscape/ field cultivation pattern of the fen edge</li> <li>Strong landscape structure with significant density of trees and hedgerows</li> <li>Vegetation as boundary treatment</li> </ul>
Densities	<ul style="list-style-type: none"> <li>Up to 15dph</li> </ul>
Comparable neighbourhoods	<ul style="list-style-type: none"> <li>Older built structure with larger houses on the Cambridge Road, Ely, backing onto the golf course</li> </ul>



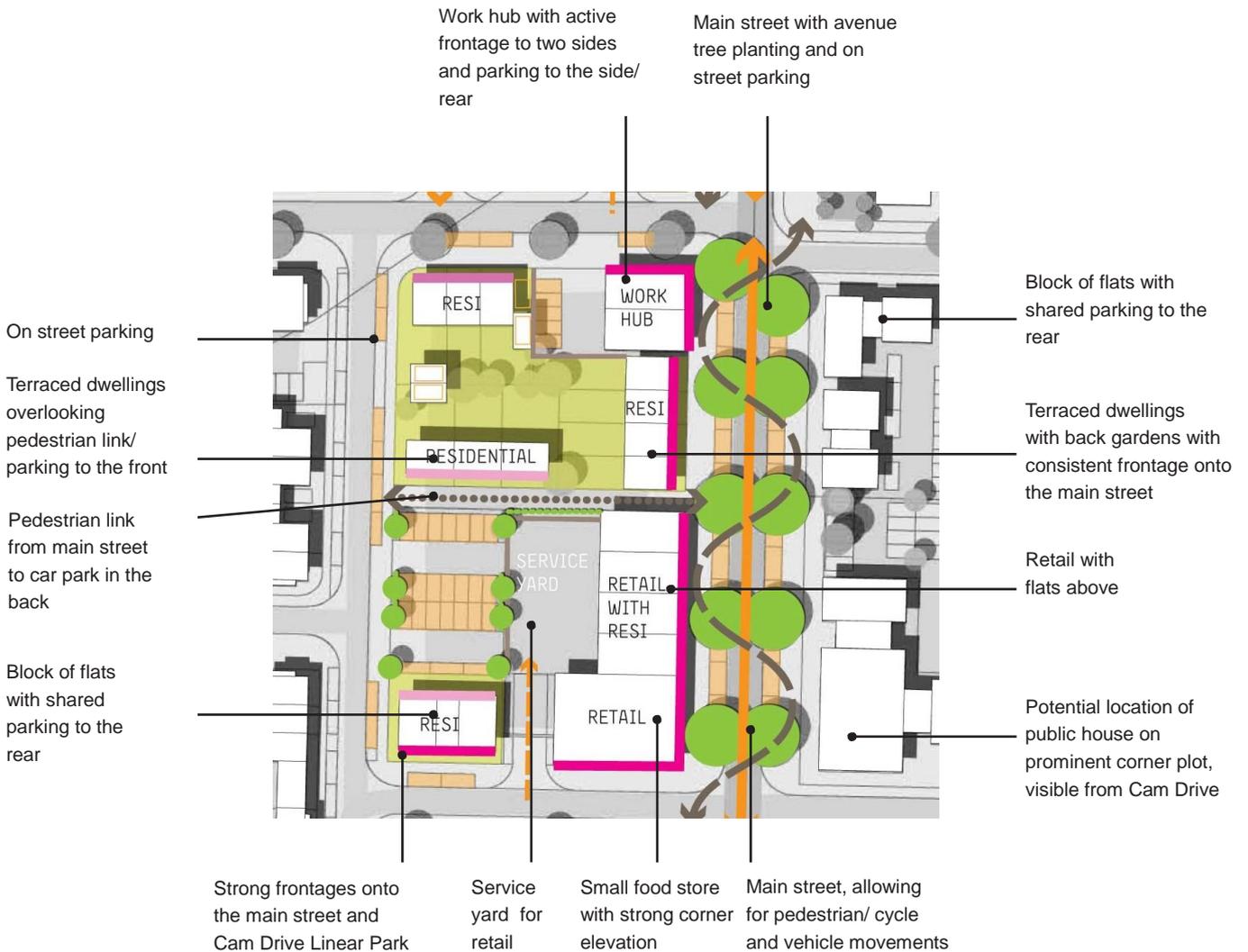
### 'Local Centre'

The Local Centre character types form the densest and most urban part of North Ely with the highest levels of activity. Buildings with a variety of different uses will ensure that North Ely will not just be a base for commuters, but work as a part of town where people want to live and work. Central areas around Ely Cathedral already feature a similar character with a small scale and plot based built structure with a mix of residential, office and community uses and buildings enclosing the street.

The Local Centre character type is focused in two locations - at the Lynn Road junction and Cam Drive junction. These areas will act as the focal point for the local community with activity springing from complementary small-scale retail, community and adjacent education uses, which will serve the North Ely community.

The areas will also include some residential elements. This could be apartments above ground floor uses, interspersed with residential units. Linked to the neighbourhood centre character type and in a highly accessible area, two primary schools will serve the local community.

Indicative layouts of the two local centres are provided overleaf, however, it should be noted that design work is going and subject to further review.



Illustrative Layout of Development Block as part of 'Local Centre'

Characteristic – Local Centre	Defining elements
Land Uses	<ul style="list-style-type: none"> <li>■ Residential</li> <li>■ Small scale retail</li> <li>■ Offices</li> <li>■ Care home (on the west side of Lynn Road)</li> <li>■ Doctors/pharmacy (on the west side of Lynn Road)</li> <li>■ Public houses (within both local centres)</li> <li>■ Work hub (within the Cam Drive local centre)</li> <li>■ Potential for work hub to support community functions such as a micro library</li> <li>■ Education facilities close by</li> </ul>
Development Typologies	<ul style="list-style-type: none"> <li>■ Potential for small terraced dwellings in mews</li> <li>■ Potential for larger terraced town houses</li> <li>■ Semi-detached dwellings</li> <li>■ Potential for apartments above ground floor use</li> <li>■ Small shop units on ground floor</li> <li>■ Office</li> <li>■ Residential : up to 2- 3 storeys</li> <li>■ Mixed use: up to 3-4 storeys</li> </ul>
Streetscape	<ul style="list-style-type: none"> <li>■ Primary route: wider carriageway, parking, green strips, wider pavements and boulevard tree planting; soft landscaped front zones in residential areas</li> <li>■ Secondary streets: carriageway with medium pavements; some car parking along street; tree planting; soft landscaped front zones</li> <li>■ Tertiary streets: shared surface; smaller front zones in hard landscaping</li> </ul>
Densities	<ul style="list-style-type: none"> <li>■ Medium to higher densities of up to 40dph</li> </ul>
Comparable neighbourhoods	<ul style="list-style-type: none"> <li>■ St Mary's Street, Ely for mixed use</li> <li>■ Acordia, Cambridge; townhouses along the main street with high degree of continuity and enclosure</li> </ul>



*Lynn Road Local Centre*  
*Illustrative Design - subject to further change*



- |  |  |
|--|--|
| 1. Foodstore   | 7. Sports pitch available for community use      |
| 2. Small retail units  | 8. Bus stop                                      |
| 3. Public house/restaurant   | 9. Main greenway                                 |
| 4. Business units  | 10. Potential future expansion of business units |
| 5. Car parking   | 11. Pedestrian priority across Lynn Road         |
| 6. 2FE primary school and pre-school with space for expansion to 3FE | 12. Public open space                            |
|  | 13. Extra Care facility                          |

Not to scale  
 Not to scale

Cam Drive Local Centre  
Illustrative Design - subject to further change



Not to scale

## Additional Areas

In addition to the character types described above, there are other key areas within the framework plan, which have to be designed carefully and to a more detailed description. Particularly the design of the interface between the character areas and these key areas will be important and this section sets out the most important principles.

### *School*

The JSMP identifies two areas for primary schools, both of them in accessible locations, close to the main street and with connections to the pedestrian and cycle network. Children will be able to walk and cycle to school and the school will function as a social focus and thereby adding vitality to the area.

The interface between the schools and development should ideally fulfil the following design principles, which should be established in dialogue with the County Education appointed school design teams:

- Frontage to the main street with prominent entrance area to front onto the main street
- Generally one storey with potential for two storeys towards the main street
- Pedestrian entrances into the school ground from the main street and, at least, the 'back' of the school, to encourage walking to school
- Playing fields to be open to dual use by the local community
- Enclosure of school grounds to be kept as low key and visually unobtrusive, made up by vegetation where possible, to retain the notion that the school is part of the community

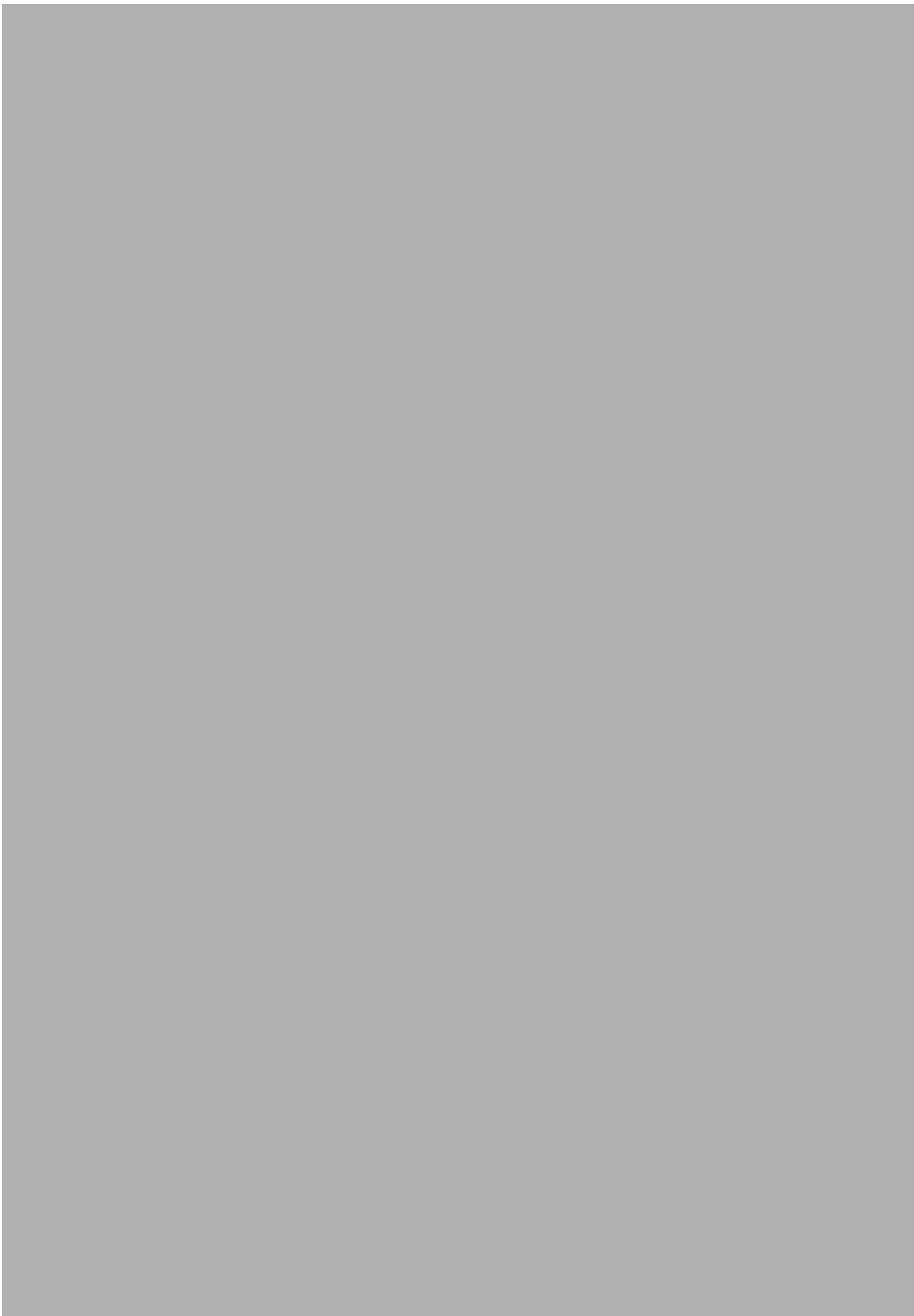
### *Urban Parks*

The JSMP identifies several urban parks within North Ely, all of which are located in accessible locations. These parks are in addition to the green corridors, green edges and the extension to the Country Park that the new development benefits from.

The interface between the parks and the surrounding uses should fulfil the following design principles:

- Where parks require enclosure, there should be clearly identifiable entrance along the main street
- Enclosure of the parks to be kept as low key and visually unobtrusive, made up by vegetation where possible
- Where parks are located along the main street, vegetation should help to provide a certain sense of enclosure, without isolating parts of the park from views
- Smaller parks that are set within residential squares should have open edges and should be accessible from all directions







# 10

summary of objectives

## Creating a Green Structure

- The masterplan will be framed by green infrastructure as a leading structuring element that helps to inform a strong sense of Ely. The masterplan should demonstrate evidence of how green infrastructure has influenced the masterplan in terms of layout, streets and public spaces. 30-40% of the site area should be allocated as multi functional green infrastructure, as an integral part of the development.
- The delivery of a high quality Country Park is central to the overall vision and must be seen as a key connecting thread providing a multifunctional movement corridor fully connected into the development. In particular it will provide for a gradual transition from the built up areas to the rural fen. The Country Park will change in character with a transition from the south to the north with consideration given to the incorporation of a range of spaces including orchards, paddocks and other 'wild spaces'. A high quality visitor centre incorporating sustainable technologies and techniques will be provided in close proximity so as to allow for community and educational use.
- A long term future should be secured for the Country Park by building partnerships with local community groups and to maximise community ownership/maintenance of the Country Park and visitor building.
- Residential development along the edges of the development area will be designed to interface with the open countryside in a traditional 'Fen' manner with evidence of 'broken' or intermittent edge treatment interspersed with structural planting to create a soft, feathered edge to the built development. Overall, landscape will be more dominant than built form at the edges.
- Delivery of planting and landscaping will be an intrinsic element of the development, reflecting the green character of existing development in Ely that provides an important visual setting and framework for the Cathedral, as well as providing a physical and visual connectivity beyond the site across the surrounding fen. The provision of reasonable sized gardens for the new dwellings will enable development of this 'garden city' concept and will be incorporated into all of the residential character areas.
- Key movement corridors will be emphasised and integrated through the use of green/wildlife corridors. The masterplan should demonstrate how key routes have been enhanced, particularly, the links to the Leisure Village, country park, hospital, Chettisham, and the green movement corridor to the town centre via the country park.

## Building a balanced community - homes and community facilities

- The masterplan will provide for a low /medium density development of up to 3,000 homes (final numbers will depend upon the best solutions in terms of densities and built form) which provides for a balanced range of homes, community facilities, employment, leisure and community services and facilities. Each phase of the development will be required to reflect this balance.
- Diversity of housing will be encouraged through, for example, provision of self build plots, provision of affordable housing in clusters of 15 – 40 dwellings, live work homes, and provision for a retirement community. Similarly the areas of mixed use development should focus on diversity and variety. A uniform and monotonous build form must be avoided.
- Community facilities will be expected to include a community centre, primary schools, youth facilities, play areas and cemetery. The District Council is proposing the development of a leisure village to the south west of the site, and footpath and cycle links should be incorporated into the development to provide easy access to this facility.

## Building a balanced community - local centres

- The intersection of Lynn Road with Highflyer Avenue will be the focus for a mixed use local centre, providing key facilities and day to day services for those living and working in North Ely. This area will provide a focal point for activity within the community, and also presents an opportunity to establish a strong identity for North Ely. It should complement rather than compete with Ely's City Centre.
- Similarly, the junction of Highflyer Avenue with Cam Drive provides another opportunity for a local centre, providing key services and facilities.
- The proposed layouts, loosely based on the model of the traditional fenland village High Street, will have mixed uses, including a new primary school, grouped around and facing onto streets, community services and incorporating a high quality public open space where local events, activities and community interaction can take place. Public transport will be readily accessible, and discrete areas of public parking will be provided both on street and within development blocks. Built form must be both robust and flexible in order to accommodate a variety of uses and be easily adaptable to change and organic growth over time.
- The local centres will provide a vibrant, active environment to encourage social interaction. It will create a sense of place for passing traffic. Imaginative design of community buildings, open space, public art and landmark buildings should be used to create a focus and sense of identity.
- Subsidiary clusters of mixed use development can be located along Highflyer Avenue so that all parts of North Ely are within 5 mins walk of a local centre or key facilities.
- Overall, the density and built form profile should be maximised in these centres to provide interest and emphasise public transport accessibility and other community or commercial functions. Typically, the density profile should be reduced towards the edges to allow for a more organic built form.
- Within these centres and along key routes the potential for a variety of ground floor uses is encouraged. Ground floor uses along key routes should be designed to be flexible incorporating high floor to ceiling heights and by selecting a construction technique that allows easy modifications to the layout.

## Building a balanced community - diversity of local jobs

- The North Ely development will be required to contribute towards the planned increase in the jobs density ratio in Ely from the current 0.54 to the target 0.75 in order to provide a balanced sustainable community. The jobs target for the new development will be between 1300 – 1500 new jobs by 2031 (an average of 0.6 jobs per dwelling).
- The jobs target will not be delivered by the development of a single large employment hub or site within the development. Instead, a more innovative approach to jobs delivery is sought. The development will be expected to provide for pockets of high quality B1 light industrial/office uses across the overall development, potentially in association with the neighbourhood and local centres or associated with attractive parkland settings with easy access to childcare facilities. The green edge and Country Park could create jobs related to managing the land or associated leisure facilities, and local commercial facilities and public services such as schools and shops will support further jobs. Planning applications should make explicit how these jobs are to be delivered.
- North Ely will also be expected to support the developing trend for home working, which has benefits in terms of sustainable lifestyles and reducing traffic congestion. This will be achieved through the design and configuration of part of the dwelling stock as live work homes, provision of the latest technology in broadband infrastructure, and provision of opportunities for work hub buildings to offer communal business and working space for home workers and small start up businesses

## Setting the highest environmental standards

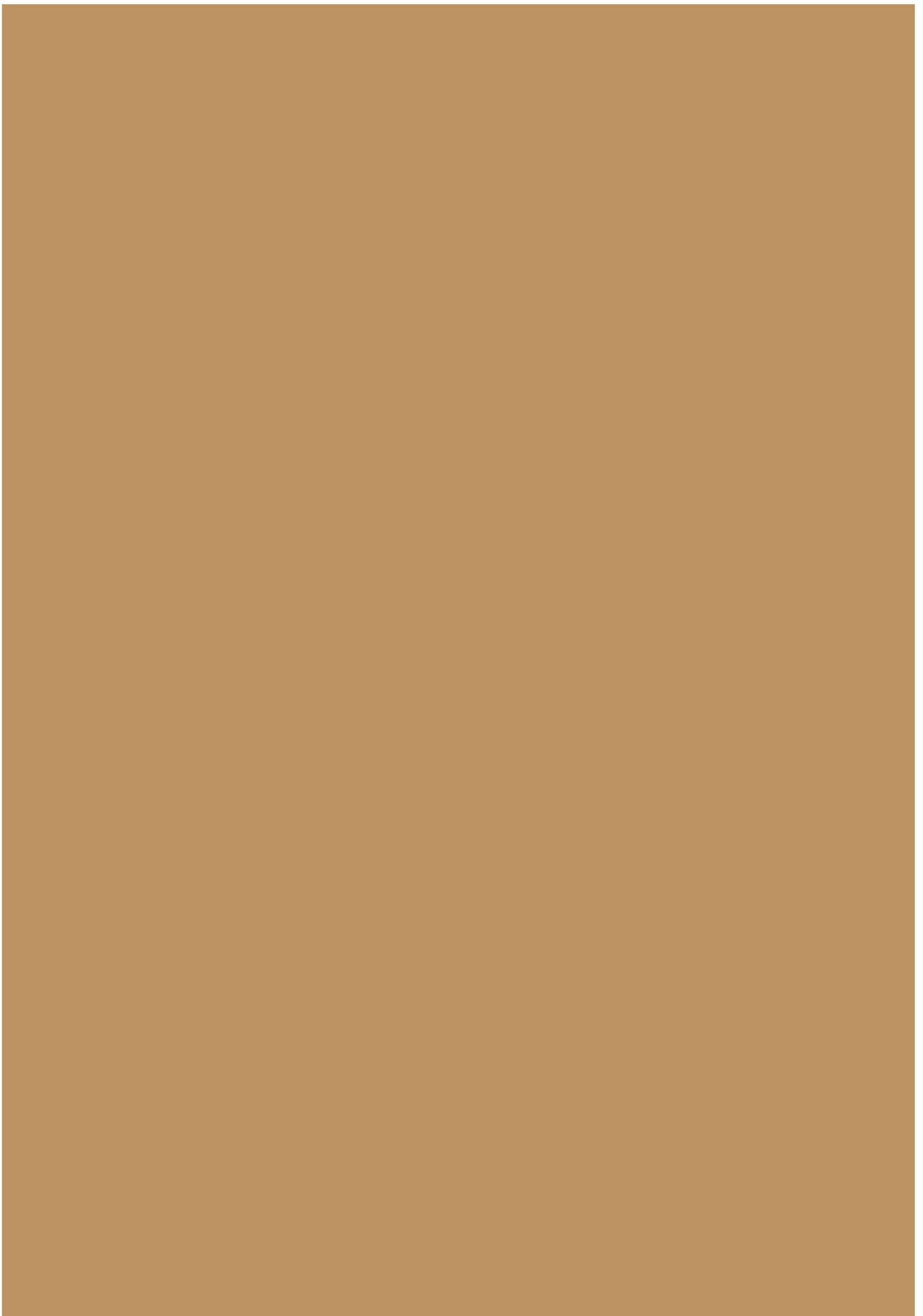
- Innovative sustainable design technologies should be used for all types of buildings to develop the reputation of North Ely as an 'exemplar' 21st century quality development, and reflect the reputation of Ely for excellent quality of life.
- Design will provide for development to reflect high environmental standards. Homes will be delivered to reflect the sustainable homes standards in force at the time of building and non-residential buildings will be expected to meet the 'very good' and 'excellent' BREAM standards. The masterplan must also explore and build in options for waste recycling, off site renewable and low carbon energy supplies, where feasible and viable.
- The use of a range of Sustainable Urban Drainage techniques will be maximised and fully integrated into the street layout so that it is: aesthetically pleasing; effectively manages water; accommodates and enhance biodiversity; and provides amenity for local residents (ensuring a safe environment). These should be evidenced through the water, biodiversity and creation of new habitats for wildlife strategies which should accompany planning applications for the site.
- Proposals for allotments will be made in order to promote local food production. These should be easily accessible for residents, and can form attractive and interesting focal points within residential neighbourhoods.
- Green space design and/or alternative technologies will be required to enable an effective buffer to noise/traffic nuisance along the western edge of the development adjacent to the A10.
- The use of innovative and sustainable building forms, including the use of self-build/custom build, will be embraced to further enhance local distinctiveness and should be used to create interesting and varied edge forms and provide a more organic interface with the countryside.

## Making the Connections

- A coherent urban design will be required for the whole site which prioritises movement on foot, cycle or by public transport wherever possible.
- A clear structure that provides legibility and connectivity through a movement framework with a hierarchy of routes which distinguish between higher and lower order streets, and to facilitate easy walking and cycling within the development and to the city centre. Visitors and residents will be able to find their way through North Ely effortlessly through the use of landmarks, gateway features and high quality public realm that establish a sense of identity.
- High quality public transport corridors will enable easy connections to destinations such as City Centre, Hospital, Railway Station, new Leisure Centre, Country Park and Riverside area to prioritise a public transport orientated development. A majority of the development will be within 400m (5 mins walk) of a bus stop.
- A high quality cycle network will prioritise maximum use of this mode of transport. Segregated cycleways should be able to be accommodated along primary connecting routes, and built form, lighting and landscaping designed to give maximum surveillance along all footpaths and cycle routes. Safe, secure cycle parking will be provided at key destinations and community facilities within the development.
- The main spinal link road, Highflyer Avenue, connecting Thistle Corner to the A10 and Cam Drive, will act as an integrator for the development and its design will be required to be co-ordinated across the site. The aim is to create an attractive tree-lined avenue. In higher density areas this will generally be close to back of pavement to establish prime frontages rich in architectural detail. In lower density areas this frontage can be less intensive. Green links that cross the road along its route have visual and access priority over the primary road. These will act as traffic calming measures with distinct changes in surface material.
- Key connections into adjoining established residential areas will be identified, particularly around the hospital and Defence estate to allow for future flexibility. Where practicable, meaningful connections should be realised in the form of full adoptable streets to ensure the development feels part of North Ely.

## Detailing the Place - Reinforcing the special quality and character of Ely through high quality design

- Features of the existing character and urban form of Ely will be reflected in the structure and design of the new development so that the new development seamlessly integrates into the existing city structure, rather than developing as a separate and isolated city extension.
- The styling of North Ely will embrace 21st century architecture. This will not only reflect its innovative nature in terms of sustainability, creating a sense of place, but will also be a product of the incorporation of modern sustainable methods of construction. Overall buildings should incorporate sufficient horizontal and vertical detailing to provide visual interest that reflects their position within the development. Design codes will detail this style.
- A range of reference points should be used to inform the built form and create a strong sense of Ely, including the local Water Tower, existing water features, landscape topography, green corridors and views of the City Cathedral as well as the fen landscape. Key nodes and corners should be identified and emphasised using high quality public space, public art, or other interesting built form features. The important gateways from the A10, and at Thistle Corner should also be emphasised using visually attractive building forms, and the gateway along Lynn Road from Littleport should be designed to reflect the rural – urban transition.
- A range of formal and informal views of the City Cathedral should be provided, including formal ‘vistas’ framed by green movement corridors as well as more ‘glimpsed’ or unexpected views framed by finer grain development and/or high quality public space.
- Similarly the development should take advantage of the land form to maximise views out across the surrounding fen landscape.
- The masterplan identifies a range of neighbourhood and character areas to create a sense of place and neighbourhood within the development. These character areas may be differentiated by density levels and green landscaping, focusing higher densities of development (around 40dph) around local hubs, and lower densities of development (8-20 dph) towards the outer edges of the development to promote a gradual transition from urban to rural.
- The existing community of Chettisham must be integrated into the development in such a way that it is able to retain its separate identity as a local rural hamlet within a green landscape. Similarly the existing Highflyer Hall should blend into and help provide a sense of the site history within the overall development
- Excessive areas of surface car parking must be avoided to minimise visual impact and improve the pedestrian environment. In view of the importance of car ownership in this essentially rural area, residential on plot parking should be the norm for the development.





# 11

implementation  
And Delivery



## Implementation & Delivery

This section sets out guidance for applicants regarding the application process, design standards, strategic phasing principles and the future management of the North Ely development. The District Council will continue to work with landowners and developers to ensure that a coordinated and comprehensive approach is taken to the development of the area. It is anticipated that separate planning applications will be delivered for the different areas of the site, but these should be in general compliance with the principles of this overall development framework document for North Ely.

## Vision

High quality development that will be easily recognised, that the residents of Ely can be proud of and that stands comparison with the City's existing heritage.

## Outcomes

- A planned approach to the delivery of development, which complies with the North Ely Development Framework proposals and principles for the whole site.
- Outline planning applications, supported by strategic masterplanning, which demonstrate how each planning application contributes to and delivers the relevant aspects of the JSMP and provide a clear basis for subsequent reserved matters applications.
- Appropriate provision for relevant infrastructure, services and facilities, (e.g site wide transport, green infrastructure and energy provision) to support the new community created, as set out in the SPD, and against which individual planning applications can be assessed.
- Appropriate contributions from developers towards on and off site community facilities, services and infrastructure developments that are essential to serve this growth taking into account the forthcoming Community Infrastructure Levy.
- Viable development schemes where the mix of uses, infrastructure delivery strategy, developer contributions and phasing have been planned in the most cost effective way.
- Provision for future management and maintenance of community facilities, public open space, public realm and other infrastructure and services in North Ely.
- Provision for community engagement and consultation.

## Next Steps

The JSMP is intended to be considered and potentially be adopted as Council policy in late 2013. This will take place alongside the District Council's wider review of the East Cambridgeshire Core Strategy (the Local Plan), a draft of which was published in early 2013, with formal approval of a new Local Plan expected in 2014.

## Delivery Mechanisms – A Partnership Approach

The District Council believes that successful delivery of this site will be dependent upon appropriate co-operation between the District Council, Cambridgeshire County Council and the various landowners. Such co-operation could also result in improved sustainability and potential for economies of scale in the provision of infrastructure and facilities.

In order to ensure delivery of all the infrastructure requirements, which this development will require, the District Council wishes to see individual planning applications making an appropriate contribution to infrastructure provision. Applications will set out how each of the elements of the development, infrastructure, services and facilities within the application site will be brought forward at each phase.

It is recognised that the District Council will expect to see evidence of joint working between the landowners of the major North Ely sites in any individual planning submissions, where appropriate. Specifically, the District Council will expect the respective landowners to share information and to demonstrate how infrastructure provision will be delivered in a timely and effective manner.

The District Council will set up a North Ely Delivery Coordination Board to help facilitate the overall development activity for the site, involving key stakeholders for the site, including agencies such as Cambridgeshire County Council, Anglian Water, the Environment Agency and others as appropriate.

## Development Management

It is recognised that planning applications for different areas of the site will come forward separately according to the different land ownerships either in whole or in part.

Pre-application discussions and Planning Performance Agreements will be encouraged by the District Council to guide discussions with applicants through both the pre-application and application stages, and to encourage the sharing of appropriate information and liaison between the various parties through the promotion and build out of development at North Ely.

The District Council will also encourage and place weight on the continued use of the Cambridgeshire Quality Review Panel throughout the plan development and application process. This is an independent review service through which peers can comment on major development schemes.

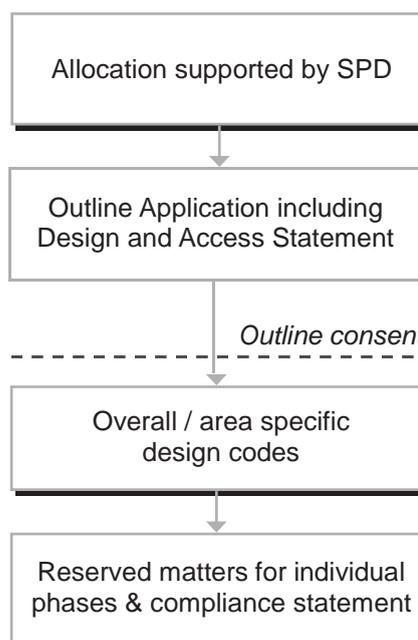
Planning submissions should be supported in the usual way by appropriate documentation, including, for example: design and access statements, transport assessments, environmental statements, flood risk assessments and drainage strategies, sustainability assessments, and waste/energy strategies. Applicants will need to submit details of their infrastructure, facilities and services proposals, demonstrating that they will not prejudice the overall proposals and principles of the JSMP.

In addition the following will be required:

- At outline planning application stage – evidence of strategic masterplanning which demonstrates how the application contributes to and delivers the key aspects of the JSMP, indicating the broad location of land uses, primary roads, surface water attenuation ponds, key footpath/cycle links, open space, management proposals for public realm, broad phasing and demonstrating how this fits the North Ely SPD ; a series of parameter plans which may cover land use, access and movement, landscape and open space, maximum building heights;

- Design Evolution – following the approval of outline applications it will be necessary for design codes to be submitted (and approved) in accordance with the principles set out in the outline planning applications. These will secure high quality design required in this historic city and will be required by a condition of any outline permission, as recommended by Atlas.
- Reserved Matters Applications – demonstrating compliance with the approved design codes. The District Council will also require Building for Life assessments to be completed at this stage. ([www.buildingsforlife.org](http://www.buildingsforlife.org))

The planning submission process is illustrated by the diagram below and has been endorsed by ATLAS as an appropriate approach.



The Design and Access Statements submitted with each outline planning application will provide indicative information demonstrating how the quality of design can be achieved through subsequent Design Codes and Reserved Matters applications. Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completion.

Due to the size of the development area and type of development proposed, the District Council considers that Environmental Impact Assessments will be required to support major applications. The District Council should be approached for a Scoping Opinion at the outset of each application which outlines the opinion of the local authority and statutory / non-statutory bodies on the approach and content of each EIA. The information to be included in the EIA is provided in The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regulations 2011) and cumulative effects should be considered where appropriate.

In determining planning applications at North Ely there will be, in part, a consistent approach to the formulation of planning conditions and planning agreements in order to achieve a common approach. That approach will clearly need to be informed by site specific circumstances and viability considerations of individual applications.

## Phasing Strategy Principles

Currently the adopted Core Strategy (2009) makes provision for 500 additional houses in North Ely. The JSMP will accompany a review of the Core Strategy (the East Cambridgeshire Local Plan), which is underway at the time of writing, through which it is anticipated that the site allocation for North Ely will be increased up to approximately 3,000 dwellings, with provision for phased development over the period to 2030.

Further research and testing is required to advise the development of the detail of general phasing strategies but the following principles are expected to be demonstrated in applicants' submissions and proposals:

- A balance of provision between new housing, employment, commercial and community facilities to ensure that the new development is sustainable and viable.
- An appropriate mix of housing development within each phase subject to market conditions
- Delivery of a primary school facility and other appropriate community facilities early in the first development phase subject to viability, location and infrastructure requirements
- Appropriate phasing for the delivery of Highflyer Avenue to avoid unacceptable traffic pressures on Lynn Road/High Barns in the early stages of the development. Appropriate phasing of public transport, footpath/cycleway linkages to the rest of Ely, including the City Centre, Station and Lancaster Way, and innovative travel planning measures to encourage new residents to adopt more sustainable modes of transport proportionate to the relevant level of housing.
- Appropriate phasing of structural landscaping, tree and shrub planting to enable the establishment of green infrastructure.
- Phasing of the development to take account of the services, facilities and infrastructure available on a city-wide basis and ensure that these have the capacity to support the new levels of housing proposed at each phase.

An indicative schedule of phasing and infrastructure provision is provided overleaf, along with an indicative phasing plan.

It should be noted that the schedule of phasing and indicative phasing plan applies only to the Commissioners proposals for land to the east of Lynn Road. Endurance Estates are currently considering phasing and delivery in further detail and will provide further information to ECDC when available.

## North Ely - Indicative Phasing

Approximate Residential Occupations 1	Transport Contributions (physical provision delivered others)	Health Contributions (physical provision by other)	Education - Primary Provision (provision by others)	Community Facility
Phase 1	200	*	*	* (to be determined by CCC)
	400	*	*	
	600	*	*	
	800	*	*	
	1000	*	*	
Phase 2	1200	*	*	* (Community hall)
	1400	*	*	
Phase 3	1600	*	*	
	1800	*	*	
		*	*	

### Notes

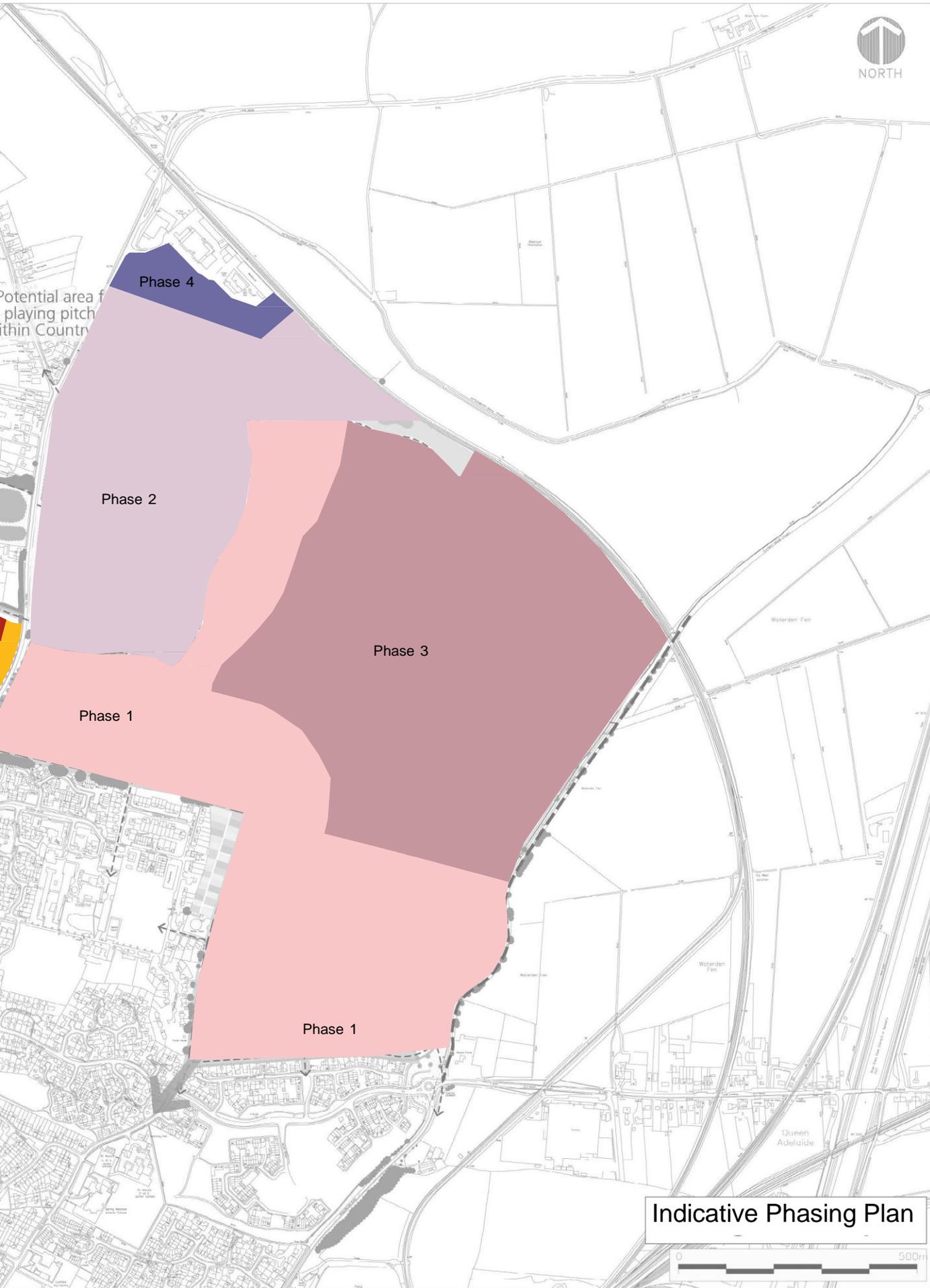
1. Dwelling numbers beyond phase 1 are initial estimates only as detailed masterplanning of t
- \* Public transport improvements will be by way of ongoing contributions throughout the dev
- \*\* The need and timing of these potential improvements will be identified by future traffic m

and Infrastructure Provision: Land East of Lynn Road

Country Park Extensions	Allotment Provision	Sports Pitches	Site Marketing	Transport Infrastructure
Phase 1 (6.3ha)	Phase 1 (40 plots adjacent to Watertower)	*  * (Downham Road)	*  (local centre)	Thistle corner 4th arm connection  Lynn Road - Prickwillow connection  Introduction of orbital bus service*
Phase 2	Phase 2			A10/Witchford Rd jctn improvements**
Phase 3	Phase 3		Employment land	A10 link/ junction**

These areas have not been undertaken  
development and linked to the number of units until self-funding  
modelling

*To be updated - phasing plan for land to the west of Lynn Road currently being prepared*



## Developer Contributions

The Core Strategy establishes the requirement for planning obligations relating to the phasing of development and the provision of on-site and off-site infrastructure and facilities, to include land, capital and initial running costs (Policy S4 Developer Contributions). Further details are set out in the Developer Contributions and Planning Obligations SPD, approved February 2011. This has partly been superseded by the introduction of a CIL charging regime in the District.

Developers will be expected to make appropriate contributions towards the cost of infrastructure and community services and facilities where this is necessary to make the development acceptable in planning terms and complies with CIL Regulation 122 to address the impacts of the site's development on the local social, economic and physical infrastructure apart from those projects which will be directly funded by CIL.

Contributions may be required in one or more of four ways:

- Direct provision of essential, relevant and necessary infrastructure and facilities by developers, generally secured by S106 obligations
- Provision of land for a specific community/specialist use as agreed with individual developers where there is a demonstrable need;
- Payments to the Local Authorities in lieu of provision of infrastructure through S106 agreements which may be pooled if appropriate
- Payments via the Community Infrastructure Levy (CIL).

Since early 2010, the District Council has been working closely with Cambridgeshire Horizons, the County Council and Huntingdonshire District Council as part of a vanguard Community Infrastructure Levy (CIL) Pilot Project and the CIL is now in place.

The likely range of infrastructure, services and facilities that will need to be addressed is set out as follows. However please note that this is intended as a guideline only, and should not be regarded as binding on any decision which the District Council may make in respect of negotiations on contributions, nor is the list comprehensive in terms of all the facilities and infrastructure requirements which may apply.

Indicative list of items which may require developer contributions, subject to viability:

- On site highway infrastructure, pedestrian and cycleway infrastructure, community transport, car parks and travel planning and awareness raising
- Proportionate off site highway infrastructure, pedestrian and cycleway infrastructure where required by modelling and impact assessments
- Public transport provision linking directly from the site – both bus and community transport
- On site educational facilities, pre-school, primary schools and potentially post-16 schooling, encompassing capital, fitting and setting up costs subject to CIL arrangements
- Off-site educational facilities, including combined, secondary and post-16 schooling and encompassing capital, fitting and setting up costs subject to CIL arrangements
- Waste/recycling facilities
- Country park facility, including both managed and informal facilities
- Utility services such as electricity, gas, water, foul drainage, telecoms including broadband provision if not provided by the developer
- Up to 30% affordable housing where viable
- Recreation and open space, including play areas, playing fields, nature conservation, wildlife mitigation measures, community woodlands, allotments, meadows and paddocks
- Community facilities including healthcare, micro-library, meeting halls, community centres, childcare facilities, youth activities, cultural services, and emergency facilities
- Public art
- Long term management and maintenance of selected facilities and infrastructure
- Drainage and flood prevention

The development of the whole of North Ely may require strategic off-site highway improvements, such as A10 junctions for example. The need for such improvements may arise as a result of cumulative impacts of the wider development area and other growth in Ely. If such improvements are required then an option is to fund these through a simple 'roof tax' type arrangement whereby each dwelling occupied (across the whole of Ely) pays a sum to the Highway Authority which then

implements the required works. The first phase of 500 dwellings east of Lynn Road would fall outside of such a mechanism as that level of growth is already included in the adopted East Cambridgeshire Core Strategy and has been taken into account in the baseline traffic modelling for all North Ely. As all Ely growth would be contributing to such cumulative impacts it is vital that all dwellings contribute such sums. An alternative approach would be for the District Council to consider funding any such works via CIL

## Future Management and Maintenance

Consideration should be given at an early stage to the future management arrangements for the North Ely infrastructure and facilities. Long term management arrangements will be crucial to the long term sustainability of the new community. Planning submissions will be required to provide details of the proposed long term management and maintenance delivery plans for the development. Long term stewardship arrangements will be encouraged.

The management and maintenance of the various facilities and land uses, particularly areas of open space, woodland, community facilities and the country park will require particular consideration.

It may be appropriate to consider community based management solutions that allow residents / occupiers to have a greater input into the long term stewardship of the infrastructure, Country Park and community facilities. Alternatively developers may wish to discuss what arrangements can be made with the City of Ely Council and other relevant local organisations to take over long term responsibility for such areas. It is possible that the District Council may wish to take over management of significant assets.

