

Site Allocations Local Plan Examination

Thursday 19th October 2017, 2pm

Matter 6 – The spatial distribution of housing in the primary villages – Beck Row, Exning, Kentford and West Row

Forest Heath District Council's Hearing Statement

Matter 6 – The spatial distribution of housing in the primary villages – Beck Row, Exning, Kentford and West Row

Issues

6.1 In relation to all of the proposed sites in the primary villages:

- **Are the criteria in the allocations policies necessary, relevant and deliverable?**
- **Is the extent of each site correctly identified?**
- **Are the detailed requirements for each of the sites clear and justified?**
- **Are all the allocated sites deliverable?**

Response

6.1.1 Please see the table at Appendix 1 for a review of all of the proposed sites in relation to the above bullet points:

- **Are the criteria in the allocations policies necessary, relevant and deliverable?**

6.1.2 Yes, the criteria are necessary, relevant and deliverable as shown in the table in Appendix 1.

- **Is the extent of each site correctly identified?**

6.1.3 The table in Appendix 1 identifies that the extent of all of the sites in primary villages have been correctly identified.

- **Are the detailed requirements for each of the sites clear and justified?**

6.1.4 Yes, the table in Appendix 1 demonstrates that the requirements for each site are clear and justified.

- **Are all the allocated sites deliverable?**

6.1.5 All of the allocated sites are deliverable.

6.1.6 Of sites allocated in the SALP, those shown in the table 1 below have planning permission. These are considered to be deliverable as there is no clear evidence to suggest otherwise. This approach accords with the NPPF (CD: A14, footnote 11, page 12) which gives clear guidance that 'Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years'. Site SA11 (c) has commenced development and SA11 (b) has submitted reserved matters and discharged conditions.

Table 1: SALP sites with planning permission

SALP ref	Planning Application Ref	Settlement	Site location	Capacity	Notes
SA11(b)	DC/13/0123/OUT	Beck Row	adj and south Caravan park on Aspal Lane	117	Planning permission dated 8.6.2015, reserved matters and discharge of conditions submitted
SA11(d)	DC/14/1745/OUT	Beck Row	Land adj to Beck Lodge Farm	24	Planning permission dated 16.3.2016.
SA11(a)	DC/15/0922/OUT	Beck Row	Land adj to St Johns Street	60	Planning permission dated 21.10.2015.
SA11(c)	DC/15/0321/OUT	Beck Row	Land East of Aspal Lane	5	Planning permission dated 29.06.2015. Commenced on site.
SA13(a)	DC/14/2203/OUT	Kentford	Land to rear of The Cock Inn PH	34	Planning permission dated 8.7.2016.
SA13 (b)	DC/14/0585/OUT	Kentford	Meddler Stud, Bury Road	63	Allowed on appeal 5.5.2016

6.1.7 Table 2 below lists two SALP allocated sites, SA12 (a) and SA14 (a) which currently do not have planning permission.

6.1.8 Site SA12 (a) adjoins a sites which has planning permission F/2012/0552/OUT for 120 dwellings, this scheme has already commenced and 16 units were completed in the monitoring year 2016/17. Persimmon homes indicated in correspondence dated January 2017 subject to necessary planning consent the development of the adjoining allocated site (SA12a) could commence 2018/19. There are no legal, ownership or viability constraints that can impact on deliverability of the site.

6.1.9 Site SA14 (a) has a resolution to approve for a large part of the site comprising 140 dwellings. There is an undetermined planning application for a further 6 dwellings (ref DC/17/0964). The remainder of the site is not yet subject of an application proposal, however the owners have indicated their intention to bring forward this parcel of land.

Table 2: SALP sites currently without planning permission

SALP ref	Planning Application Ref	Settlement	Site location	Capacity	Notes
SA12 (a)		Exning	Land south of Burwell Rd & west of Queens View	205	Pre-application discussions. Planning application expected in 2017
SA14(a)	DC/14/2047/HYB (part) and DC/17/0964/FUL (part)	West Row	Land west of Beeches Road	152	Pending determination DC/14/2047/HYB and pending determination DC/17/0964/FUL. A further small parcel of land remains to come forward.

6.2 Site SA12 (c) Can the Council direct me to a plan of the proposed cycle route and the wider network? What are the highways implications of this proposed allocation?

Can the Council direct me to a plan of the proposed cycle route

Response

6.2.1 A draft Feasibility Report has been prepared on behalf of Cambridgeshire County Council by Nigel Brigham & Associates and is attached at Appendix 2. This shows the various options available for a route.

Can the council direct me to a plan of the wider network?

Response

6.2.3 Figure 1 shows the wider cycle network with green circles denoting the routes. National Cycle route 51 is the relevant cycle route and runs through the main town of Newmarket underneath the A14 and into Exning. From here the route currently avoids the B1103 and adds a journey of over 3kms if you travel from the centre of Exning to the centre of Burwell. This current route of cycle 51 which travels south west rather than north west directly to Burwell from Exning is shown below in Figure 1.

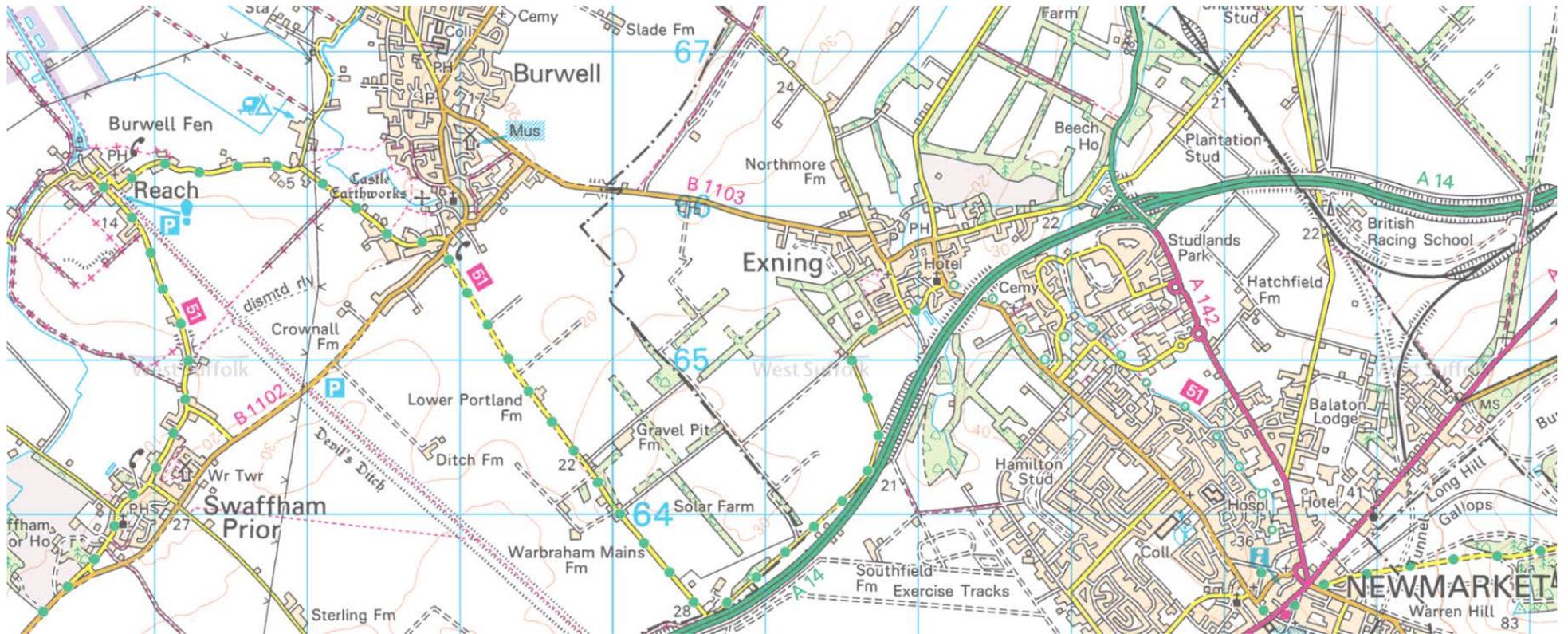
What are the highways implications of this proposed allocation?

Response

6.2.4 There will be additional demand on the walking, cycling and road network. This will be assessed through a transport assessment in the usual way as part of the planning application process.

6.2.5 It is anticipated that the allocation would be served by two accesses. One would be a new access onto the B1103 on land west of the built up part of Exning village. The second would be through the new housing scheme (F/2012/0552/OUT) that is currently under construction (Mallards Way).

Figure 1 – Exning cycle route network



Response to question 6.1

Primary Villages

SALP reference	Settlement	Site	Capacity	Remaining	Criteria necessary, relevant and deliverable?	Site extent correct?	Requirements clear and justified?	Allocated sites deliverable?
Beck Row								
SA11(a)	Beck Row	Land adj to St Johns Street	60	60	The criteria are considered necessary, relevant and deliverable. If the criteria were to be excluded from the policy there is a risk that the development would come forward in an inappropriate manner, thereby having a harmful effect. For example, without the strategic landscaping and open space criteria, this would not accord with other policies within the local plan and would not be delivered.	Yes	Yes, SCC Archaeology rep 24823 - No amendment is necessary, but it is worth noting that initial investigation of these sites has indicated that there is little need for preservation in situ. Requirement B is necessary.	The site has extant permission for 60 dwellings. Planning permission DC/15/0922/OUT approved outline consent for 60 dwellings 21/10/15. The site is deliverable and it is envisaged that this will be developed within the next 5 years
SA11(b)	Beck Row	Land adj and south Caravan park on Aspal Lane	117	117		Yes	Yes, SCC Archaeology rep 24823 - No amendment is necessary, but it is worth noting that initial investigation of these sites has indicated that there is little need for preservation in situ. Requirement B is necessary.	The site has extant permission for 117 dwellings. Planning permission DC/13/0123/OUT approved outline consent for 117 dwellings (Major Development and Departure from the Development Plan), amended by plans received on 19/11/13 reducing the number of dwellings from 124 to 117. 08/06/15. // DC/17/0940/RM - Reserved Matters Application - Submission of details under Outline Planning Permission DC/13/0123/OUT- the means of appearance, landscaping, layout and scale for 117 dwellings - pending decision.
SA11 (c)	Beck Row	Land east of Aspal Lane	5	5			If the requirements were to be excluded from the policy there is a risk that development would come forward in an inappropriate manner thereby having a harmful effect.	The site has extant permission for 5 dwellings, which has commenced on site. Outline Planning Application- DC/15/0321/OUT - Redevelopment of part of existing site for 5 no. dwellings (Means of access to be considered) – granted 29/06/2015 // Reserved Matters Application - DC/16/0423/RM - Submission of details under Outline Planning Permission DC/15/0321/OUT - the means of access, appearance, layout and scale for 5no. dwellings - granted 24/06/2016.
SA11(d)	Beck Row	Land adj to Beck	24	24		Yes	Yes, SCC Archaeology rep 24823 - No amendment is necessary, but it is worth	The site has extant permission for 24 dwellings.

SALP reference	Settlement	Site	Capacity	Remaining	Criteria necessary, relevant and deliverable?	Site extent correct?	Requirements clear and justified?	Allocated sites deliverable?
		Lodge Farm					noting that initial investigation of these sites has indicated that there is little need for preservation in situ. Requirement B is necessary.	Planning permission DC/14/1745/OUT outline consent for 24 dwellings approved on 16/03/16.
Exning								
SA12 (a)	Exning	Land south of Burwell Rd & west of Queens View	205	205	The criteria are considered necessary, relevant and deliverable. If the criteria were to be excluded from the policy there is a risk that the development would come forward in an inappropriate manner, thereby having a harmful effect. For example, there is an identified need for criteria C regarding a dedicated cross county boundary cycle route, and without this criteria the cycle route would not be delivered.	Yes	Yes, <ul style="list-style-type: none"> SCC Archaeology SoCG -Insert new point 'F' at end of policy: <u>F) In advance of determination, initial archaeological field evaluation must be carried out in order to identify the significance of any archaeological assets.</u> (MM10) If the requirements were to be excluded from the policy there is a risk that development would come forward in an inappropriate manner thereby having a harmful effect. 	The agent has indicated that subject to planning permission, the site can commence 2019-2020. Viability and feasibility studies have been informed by a suite of assessments to establish site constraints, likely abnormal costs, net developable areas and other on-site requirements. Discussions between the applicants, the District Council's Planning, Planning Policy and Landscape Departments and the County Council Departments responsible for Education and Highways have also taken place.
Kentford								
SA13(a)	Kentford	Land to rear of The Cock Inn PH	34	34	The criteria are considered necessary, relevant and deliverable. If the criteria were to be excluded from the policy there is a risk that the development would come forward in an inappropriate manner, thereby having a harmful effect. For example, without the strategic landscaping and open space criteria, this would not be in accordance with other policies within the local plan and would not be delivered.	Yes	Yes, SCC Archaeology rep 24825 - The reference to archaeology in policy is supported, but it could be moved to the supporting text. SoCG - <i>Leave the wording in the policy as archaeological potential is sufficient that it is worth keeping the requirement in the policy.</i>	The site has extant permission for 34 dwellings. Planning permission DC/14/2203/OUT granted outline consent for 34 dwellings 08/07/16.
SA13 (b)	Kentford	Meddler Stud, Bury Road	63	63		Yes	Yes, <ul style="list-style-type: none"> SCC Archaeology rep 24825 - The reference to archaeology in policy is supported, but it could be moved to the supporting text. SoCG - <i>Leave the wording in the policy as archaeological potential is sufficient that it is worth keeping the requirement in the policy.</i> If the requirements were to be excluded from the policy there is a risk that development would come forward in an inappropriate manner thereby having a harmful effect. 	The site has extant permission for 63 dwellings. Planning permission was allowed on appeal for DC/14/0585/OUT 63 dwellings (including 19 affordable,) on 05/05/2016.
West Row								
SA14(a)	West Row	Land west of Beeches Road	152	152	The criteria are considered necessary, relevant and deliverable. If the criteria were to be excluded from the policy there is a risk that the development	Yes, Mr Entwistle has made a representation regarding the	Yes, <ul style="list-style-type: none"> SCC Archaeology rep 24826 - The reference to archaeology in policy is supported. Given the 	Planning application DC/14/2047/HYB resolution to approve - 41 dwellings (full

SALP reference	Settlement	Site	Capacity	Remaining	Criteria necessary, relevant and deliverable?	Site extent correct?	Requirements clear and justified?	Allocated sites deliverable?
					would come forward in an inappropriate manner, thereby having a harmful effect. For example, there is potential for significant Roman remains in the area, criteria C requires a programme of archaeological work and excavation prior to development, and without this criteria the relevant works may not be appropriately commissioned.	incorporation of 7 self-build plots within the boundary, this has been considered. No change is proposed, the plan is sound without this.	<p>potential for significant Roman remains, it is useful to remain in policy. Requirement C is necessary.</p> <ul style="list-style-type: none"> • SCC Archaeology SoCG - Add the following text after the last sentence: 1ha of land to the south of The Green as identified on the Policies Map is required for expansion of the existing primary school. <u>Proportionate archaeological evaluation will be required to allow archaeological strategies to be designed.</u> This additional requirement is justified. (MM11) • SCC Highways rep 24827 - Rights of way improvements need to be made that link to the existing network. Requirement D is necessary. 	<p>application), up to 90 (outline) and 7 self-build; for part of the site.</p> <p>Planning application DC/17/0964/FUL for 6 dwellings - pending determination for part of the site.</p> <p>A remaining parcel to the north of the site is not currently the subject of a planning application, but the landowners have confirmed it is available and deliverable.</p>

Appendix 2

Burwell and Exning Non-Motorised User Link Review (Nigel Brigham and Associates)

Burwell and Exning Non-Motorised User Link Review



Nigel Brigham & Associates

August 2017

A report for



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Updates

Version 1—July 2017 initial report for discussion with Parish Councils

Version 2—August 2017—More detail added . Recommendations added.

Version 3- September 2017 – More details added on acquiring rights of way. The need for better links added. More details added on land requirements for the options. Zebra added and costs revised .

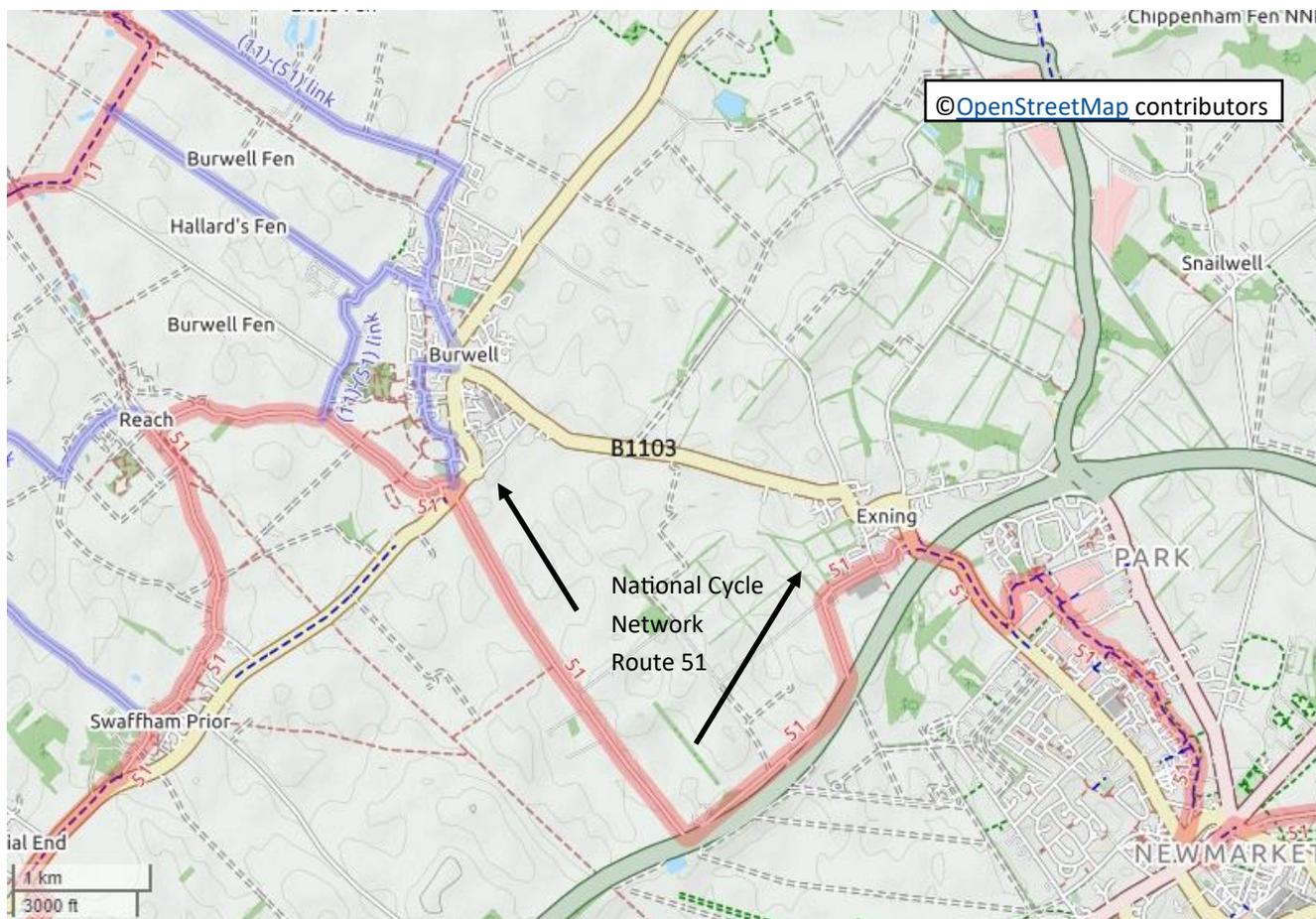
Introduction

The purpose of this report is to look at opportunities to improve links for non-motorised users between Burwell and Exning. Any route will need to cross the Cambridgeshire/ Suffolk border and avoid the busy traffic on the road that links the two villages.

The two communities are very close - with the village centres being approximately 2 miles apart, which is an easy cycling distance and could be walked in about 45 minutes.

The two villages are already connected by the National Cycle Network as shown in the adjacent plan with route highlighted in pink. The route used via Heath Road is such a major diversion that it is unlikely to be attractive to many local users (it is 4 miles rather than 2 miles via the B1103). Sustrans identified a more direct route as a priority many years ago but that has still not been achieved. Any opportunity to develop a more direct route would be very valuable and this report looks at options for such a route.

This report is based on fieldwork carried out in Summer 2017 to review options and it is based on information gained at the time about land ownership, highways and potential future developments. If there are significant changes the report will need to be reviewed.



The need for better links

Burwell has a population of approximately 6,000 (2011) whereas Exning has a population of approximately 2,000 (2011), so it would be expected that Burwell would have more facilities than its neighbour and Exning residents might look to Burwell for some services. However as village communities go both communities are fairly self-sufficient - both have their own shops, school, employment, pubs and other facilities, so it does not necessarily follow that there is a large demand for travel between the two villages. Indeed both villages have Primary Schools, which are rated "Good" by Ofsted, so there would not appear to be a strong reason to choose a school in a different village to the one that you live in. (It has not been possible to check the school register data to confirm this). For Secondary education residents of both villages would have to look beyond the immediate area with obvious choices being Soham Village College, Bottisham Village College, Newmarket or even Cambridge (particularly for 6th Form).

In terms of health provision Burwell has more provision than Exning, with a major health centre on the Newmarket Road and it would be expected that some Exning residents would use this facility, but Exning residents also have the option of using health facilities in Newmarket.

The need to look beyond the villages for some services is an important factor, in assessing demand and this is certainly relevant for cycling. For Burwell residents a good route to Exning would make cycling to the centre of Newmarket a good option at about 4 miles, which compares very favourably to cycling to Cambridge (approximately 12 miles). For Exning residents a good route to Burwell would make cycling to Wicken Fen a good option at about 5 miles.

Burwell Exning Link Review

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Given the proximity of the two villages it is surprising that there is not even a footway between the two villages. This may be a reflection of relatively low demand, but the fact that the two villages are in different Counties is almost certainly a factor. Historically the expectation in Cambridgeshire is likely to have been that Burwell residents would look to Cambridge as their major local centre and in Suffolk the expectation may have been that Exning residents would look to Newmarket as their major local centre. Priority would have been given to links other than links across the County boundary. (This is reflected in the cycling provision for the two communities.)

As employment and education patterns change and as the two villages continue to grow the demand for links between the villages are bound to grow. New sporting facilities in Burwell are likely to be attractive for Exning residents and a new Burwell resident wanting to swim may find Newmarket Leisure Centre the best option.

Growth of both Burwell and Exning strengthens the case for new non-motorised user links between the two communities. The lack of provision at present is likely to be suppressing usage. Current options are not good, but despite this cyclists can regularly be seen using the B1103 between Burwell and Exning so there is already demand. This is bound to grow as the communities expand and new facilities open. An additional factor is that as the communities expand motorised traffic levels are likely to increase, making conditions even less attractive for non-motorised users than at present (unless there is a new alternative).

The case for an improved link between the villages for non-motorised users is therefore clear and is in-line with Local Authority policies. It should ideally be in place as soon as possible.

Broader options for route selection

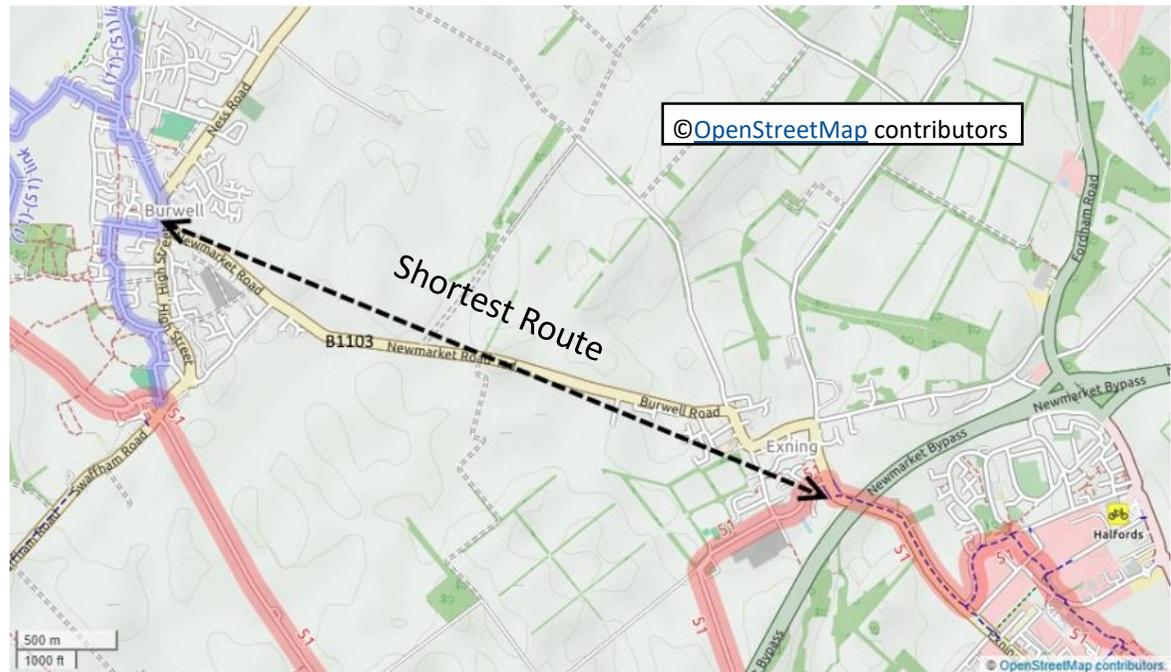
For any route to be useful and popular it should be coherent, convenient, attractive and safe.

The route will need to link with centres of population and onward routes, so cannot be considered entirely on its own but rather as part of a network.

In order to encourage usage and in particular for people to consider walking and cycling, as an alternative to driving, the route would ideally be shorter than the route followed by cars or have some advantage for the end to end journey over driving.

The shortest route between the two village centres is open to interpretation (depending on where exactly the centre of population of each village is), but it is likely to be close to the line indicated on the plan above right, on an alignment close to the B1103.

In reality any route will be dependent on highway rights and reaching agreement with landowners, so a direct route like the one indicated would not be achievable and there will be a limited number of choices which are discussed further on the following page.



For any route following or approximately following the B1103 there are few options using public highway. There are no rights of way following that alignment apart from the road itself. The carriageway does of course carry full highway status and can be used by walkers, cyclists and horse-riders, but traffic volumes and speeds are such as to make this an unattractive option apart from for the most experienced cyclists. The roadside verge to the north and south of the B1103, where it exists does however also form part of the highway and Cambridgeshire County Council and Suffolk County Council could dedicate it for usage by Non Motorised Users.

In addition to any opportunities associated with existing highway land there are also opportunities to create new highway or permissive rights, subject to the agreement of landowners. The normal expectation would be that this would be achieved by negotiation, but this can be achieved through the planning system or even through Compulsory Purchase or by using section 26 of the Highways Act, to create a public right of way by order, on the basis of public need.

The route will need to follow the B1103 alignment or similar and will need to be acceptable to landowners, the highway authorities and to planners. The requirement for coherent and direct routes that are likely to be acceptable to landowners means that any route will have to follow existing natural boundaries and will need to avoid sharp bends.

An examination of options suggests that there are 3 potential broad alignments which have potential to link with village centres and be reasonably coherent, attractive, convenient and direct.

Option 1

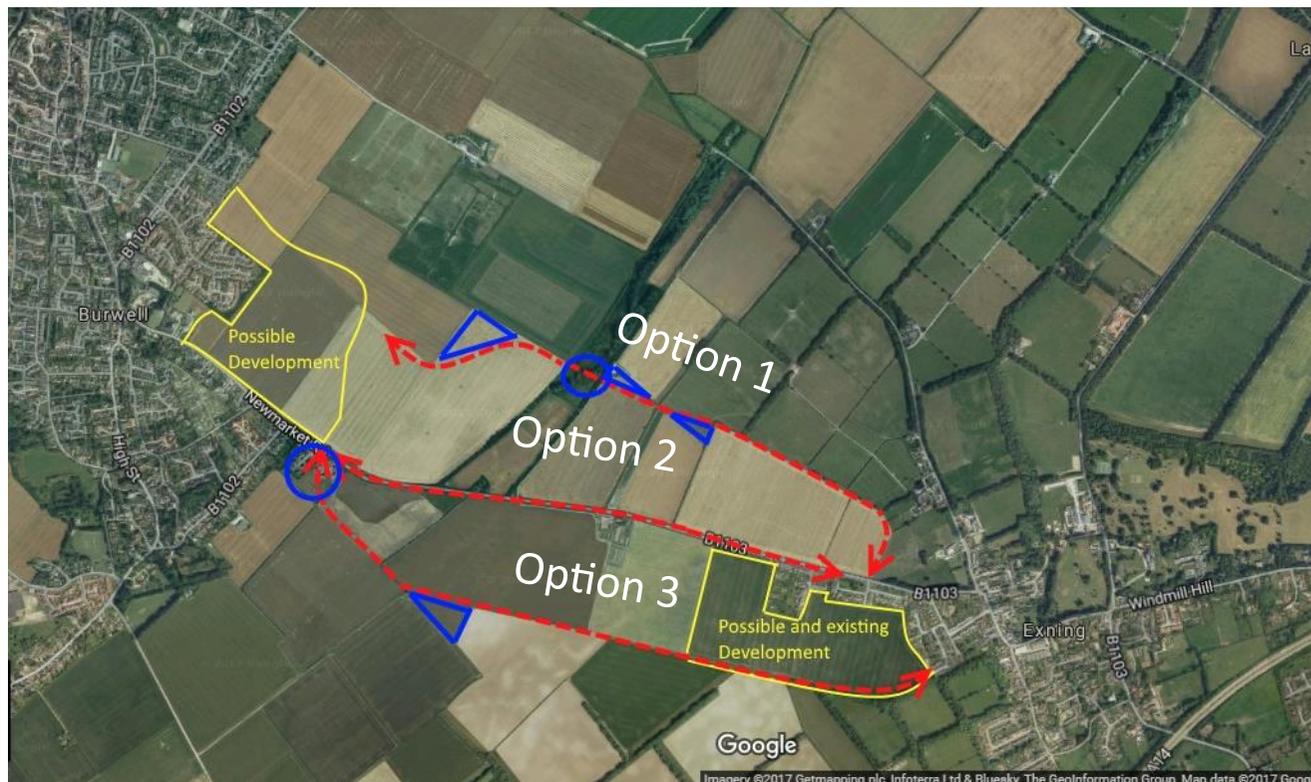
This northern alignment has potential to link well with developments in Burwell, however it does not link so well with Exning. The field boundaries are not coherent and the alignment would have to cut across parcels of land (3 triangular areas on the plan) and the landowner/s would expect compensation for interference with their agricultural operations.

Option 2

A route following the B1103 is the obvious route and there are options on existing highway land and potential alternatives north and south of the road itself.

Option 3

A southern alignment has potential to link well with developments in Exning and Burwell (although the Burwell details are less clear). The route can



follow natural boundaries apart from one area (marked by a triangle) where it would be necessary to cut across a parcel of land and the landowner/s would expect compensation for interference with their agricultural operations.

Preferred Option

It is sensible to keep options open until landowner's opinions are clear, but Options 2 and 3 do seem to have the best potential. Option 3 is almost entirely a matter for discussion with the landowners, whereas Option 2 has lots of highway options and therefore merits more detailed investigation. The exact routes through potential developments will need to be agreed and are likely to be vital to ensure high quality village centre to village centre links.

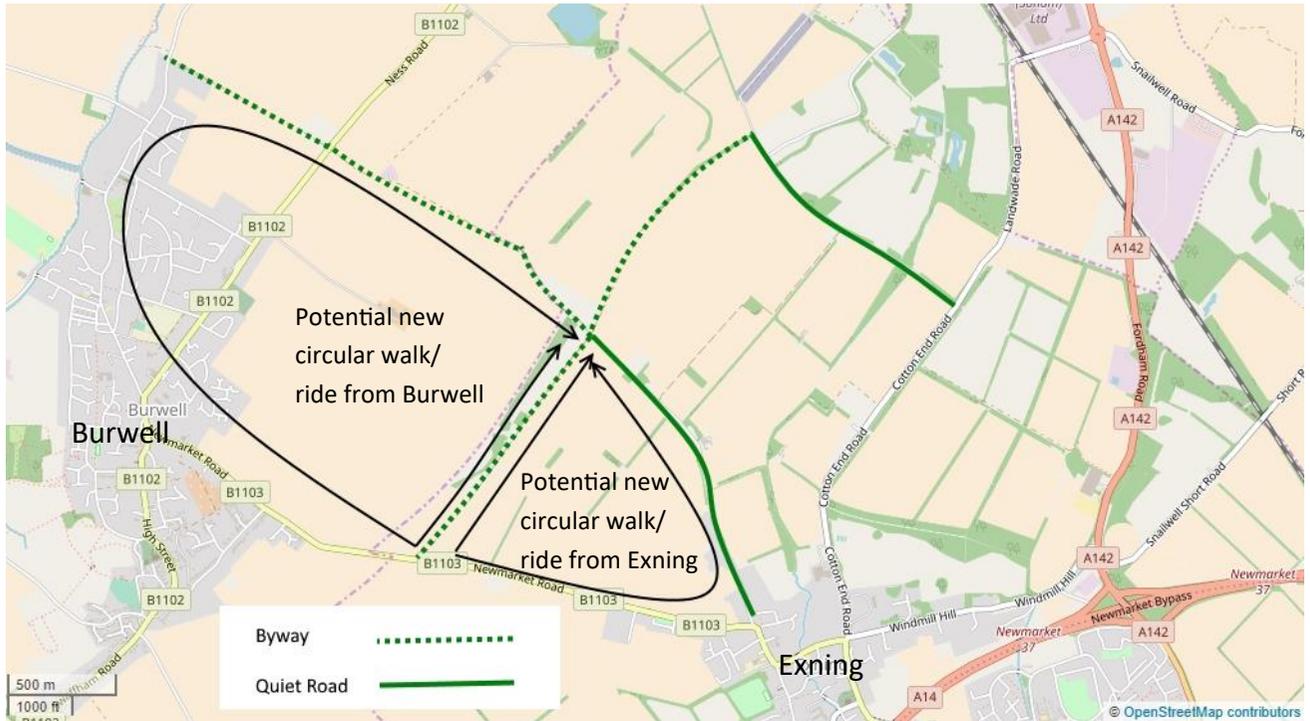
Rights of Way, users and surfacing

There is currently no option for walkers, cyclists and horse-riders along the B1103 apart from using the carriageway and using bits of verge where possible. There is no evidence that any walkers or horse-riders do use the carriageway or verge. Confident cyclists do use the carriageway and have been seen a number of times when surveying the route.

It is likely that most users of any new route between Burwell and Exning would be cyclists—the distance and terrain are well suited to cycling. However walkers can certainly be expected in significant numbers at or near both Burwell and Exning. Horse-rider numbers are hard to predict and will depend on the ownership of horses in the area and attitudes of owners.

The intention of any new facility is that it should encourage new usage and a new route along the B1103 not only opens up opportunities for local trips between the villages and beyond, but also opens up the possibility of circular walks and rides using rights of way and as indicated adjacent.

Usage of circular walks and rides will depend on the attractiveness of the whole route including surfacing and any road crossings. It is worth noting that if a new facility is developed to the north of the B1103 there would be no need for circular route users to cross the B1103, which is a significant advantage.



Marked up Plan showing potential circular walks/ rides.

Pedestrians, dog walkers, horse-riders, cyclists, wheelchair users and others all have different space requirements and infrastructure requirements will vary depending on usage. Unfortunately it is unlikely that any one facility will suit all. For instance the British Horse Society recommends “On paths such as cycle tracks or permissive paths where horses are included as vulnerable road users but are not the majority user, a less than ideal equestrian surface may be acceptable where such a path gives equestrians a route free of motor vehicles. Recent successes have occurred using resin-bound rubber crumb to provide a hard surface that can look like tarmac, is easily used by cycles and wheelchair users but is also excellent under foot for pedestrians and riders. This is a surface that the BHS recommends for shared use construction. “ This is unlikely to be the view of all cyclists—surfacing and widths are always sensitive issues but extremely important for all users and need to be determined on a case by case basis.

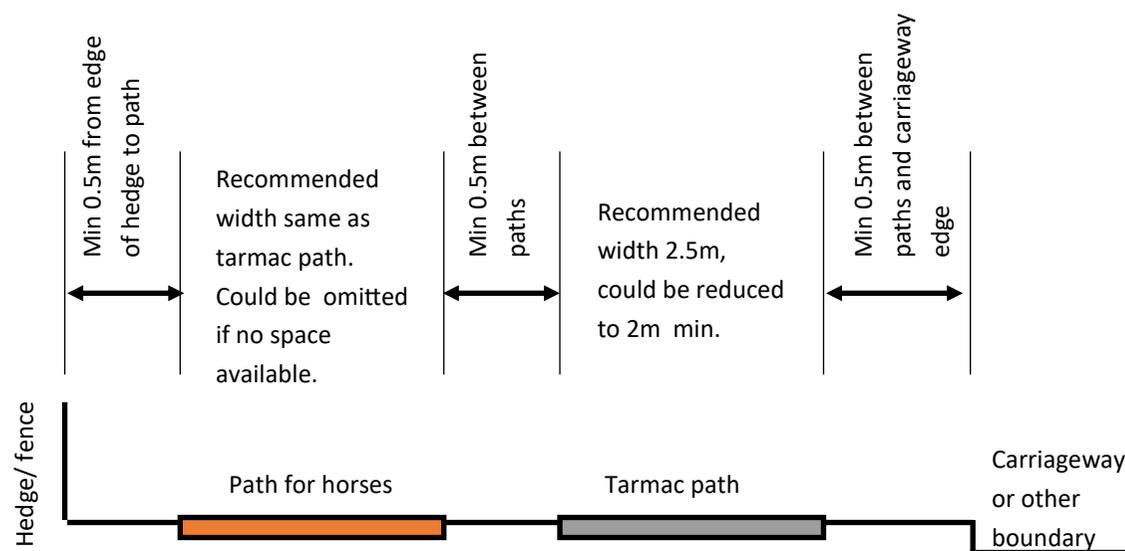
In Cambridgeshire the expectation is that the new Greenways being developed will have an all weather, hard surface (generally tarmac) of width of at least two metres. A good hard surface is seen as essential for encouraging cycling and in particular in encouraging regular users.

Whilst the surface and width of any path are important factors in encouraging usage the path setting is as important. In particular there needs to be sufficient space for the various

users and people need to feel safe. This needs to include night time usage, where personal security may be an issue, as well as factors such as being dazzled by headlights. (It is very difficult to cycle on a path with no separation from the carriageway if cars are coming towards you with headlights on).

Attractiveness of a route is hard to measure but it is not surprising that people are attracted to routes in attractive locations and routes next to busy roads are not seen as appealing.

An indication of route requirements is shown below. This suggests a minimum width of 3-3.5m is needed and 7-8m is desirable.



Potential Risks

Land issues

There are clear risks to delivery in that all options are to some extent dependent on obtaining rights over private land. The particular issues are discussed in more detail later in the report, but it is worth noting that maintaining a flexible approach is a good way to reduce risks. If there is only one option for a route the route can only be achieved with the agreement of that particular landowner or by using the legal powers that the Local Authorities have. New facilities outside the public highway will also require planning permission and this is not guaranteed, particularly if ecological or heritage concerns arise. Where trees need to be removed this will need careful consideration and replacement planting elsewhere. Further work on planning requirements is recommended to minimise risk.

Personal security and attractiveness of the route

In some matters there is unlikely to be a common response. Some will feel that in order to feel safe they would want a route to be overlooked and this would favour a route near the B1103. Others will argue that any route away from a road is likely to be more attractive and this would favour a route away from the B1103. There are examples of both types of route locally with many very popular routes along the Cam in Cambridge and across greenspaces that are well away from traffic and other popular routes along main roads.

Whichever option is chosen there is always a danger that a particular route can get a bad reputation and this will put off users. Comments have already been made about the route near the former railway bridge where any new route will have to be well away from traffic and if on the north side would have to pass through woodland.

Establishment of new desire lines

Wherever a new route is put it should be attractive to users and is likely to change behaviour. Delivering routes without considering links at both the Burwell and Exning end could potentially create problems. Links are addressed later in the report.

If a new route is established to the south of the B1103 one issue that will need considering in addition to the Burwell and Exning links is the need to cross the road to access the byway near Halfway House. This is not an ideal crossing point.

Visual Impact

Any new route in such an attractive area will need to be carefully landscaped and if sufficient land can be obtained this should not be a problem. However if a route along the highway verge to the south of the B1103 is chosen this will have a significant impact and may not be popular. Vegetation including small trees are likely to have to be removed. Similarly at the Exning end where verge space is constrained it may be necessary to build the verge up which could have significant impact on a hedge. This could be avoided by using private land.

Construction

The construction of any new route will be time consuming and potentially disruptive and this needs to be considered. The construction of any new facility in the highway verge will almost certainly involve the closure of a traffic lane and the use of temporary signals. This will cause some delays to traffic.

Finances

Any new route will need considerable capital investment and also revenue investment. Without adequate funding there is little point proceeding with the project. Costs are considered further later in the report.

Land Issues for the Various Options.

Any new facility is likely to need to use a combination of highway land and private land and as has been mentioned earlier the normal expectation for the use of private land would be that this would be achieved by negotiation, but the Local Authorities do have powers to acquire land or rights. This can be through the planning system, through Compulsory Purchase or by using section 26 of the Highways Act, to create a public right of way by order, on the basis of public need.

For the use of highway land the Local Authorities have rights to create routes and facilities on the public highway, with the extent of the public highway defined and recorded by the Highway Authorities.

For the use of private land the amount of land required will need to be clearly defined and it would normally be expected that the landowner would be compensated for the loss of the land as part of the scheme cost, unless the land is subject to development and planning conditions, which over-ride this. The amount of private land needed will vary depending on location, but it will be essential that the available width is not reduced below that needed for a good quality route. Indeed the potential for greater widths will be a key factor in determining the best route option.

Additional factors that will also need to be addressed in land rights acquisition will relate to any additional requirements as part of the planning system or as needed to satisfy highway standards. For instance a route to the north of the B1103 will need to cross a tree belt and a substantial hedge and would thus result in a loss of planting which would need to be compensated for by additional planting elsewhere which may require additional land.

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Similarly any highway crossings will need to have appropriate visibility and this may need additional land take near crossings.

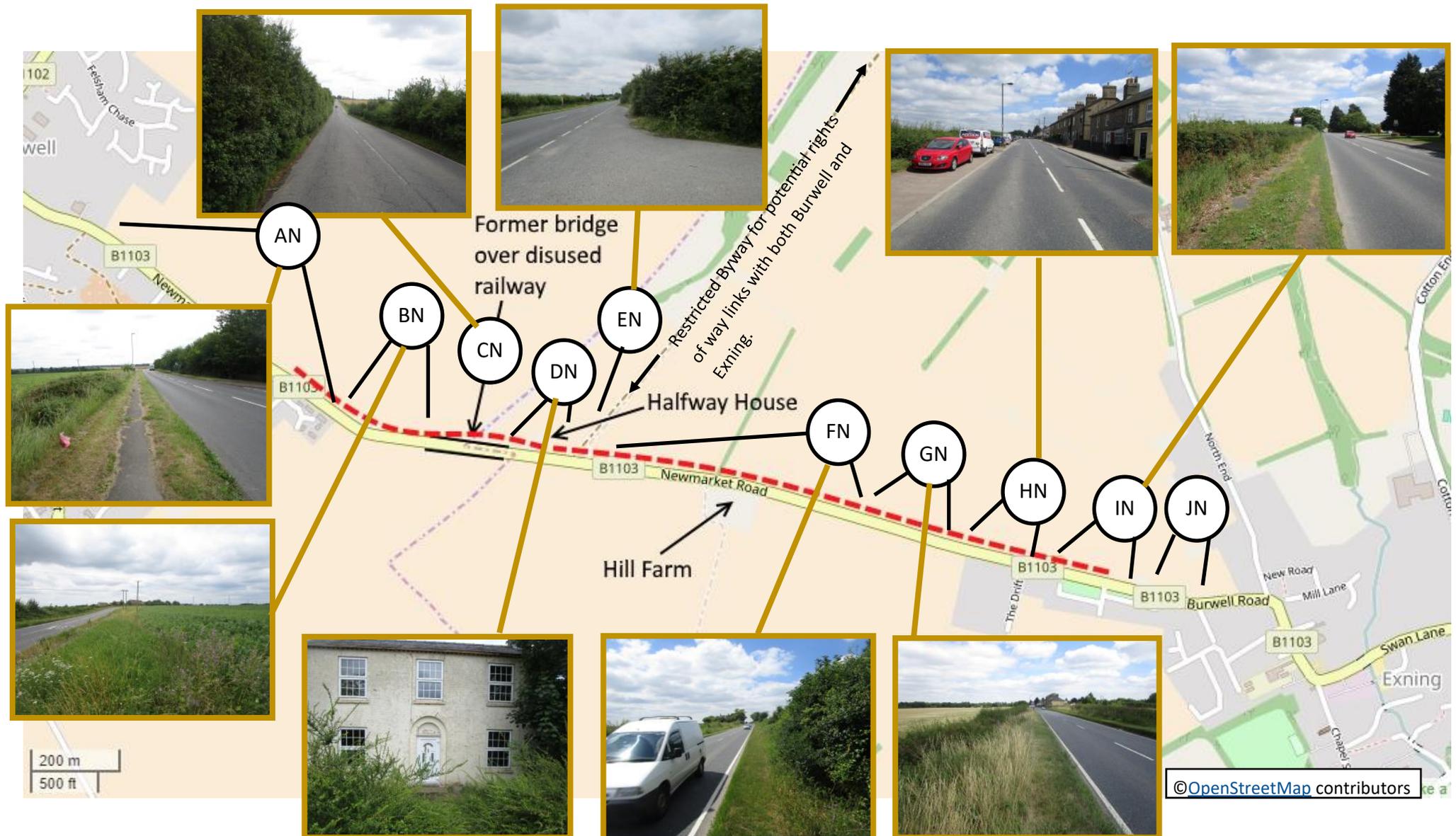
The following pages highlight the major issues that are likely to need to be addressed in terms of land requirements for the various options. The exact requirements will need to be clarified as part of detailed design.



The approach to the former railway bridge from Burwell. Any option following the B1103 will need sufficient land from field edges to one side or other of the road.

Option 2—along the B1103 (north)

The B1103 has highway verge to north and south, but this is not continuous and is of variable width and condition. Various sections are marked on the plan below.

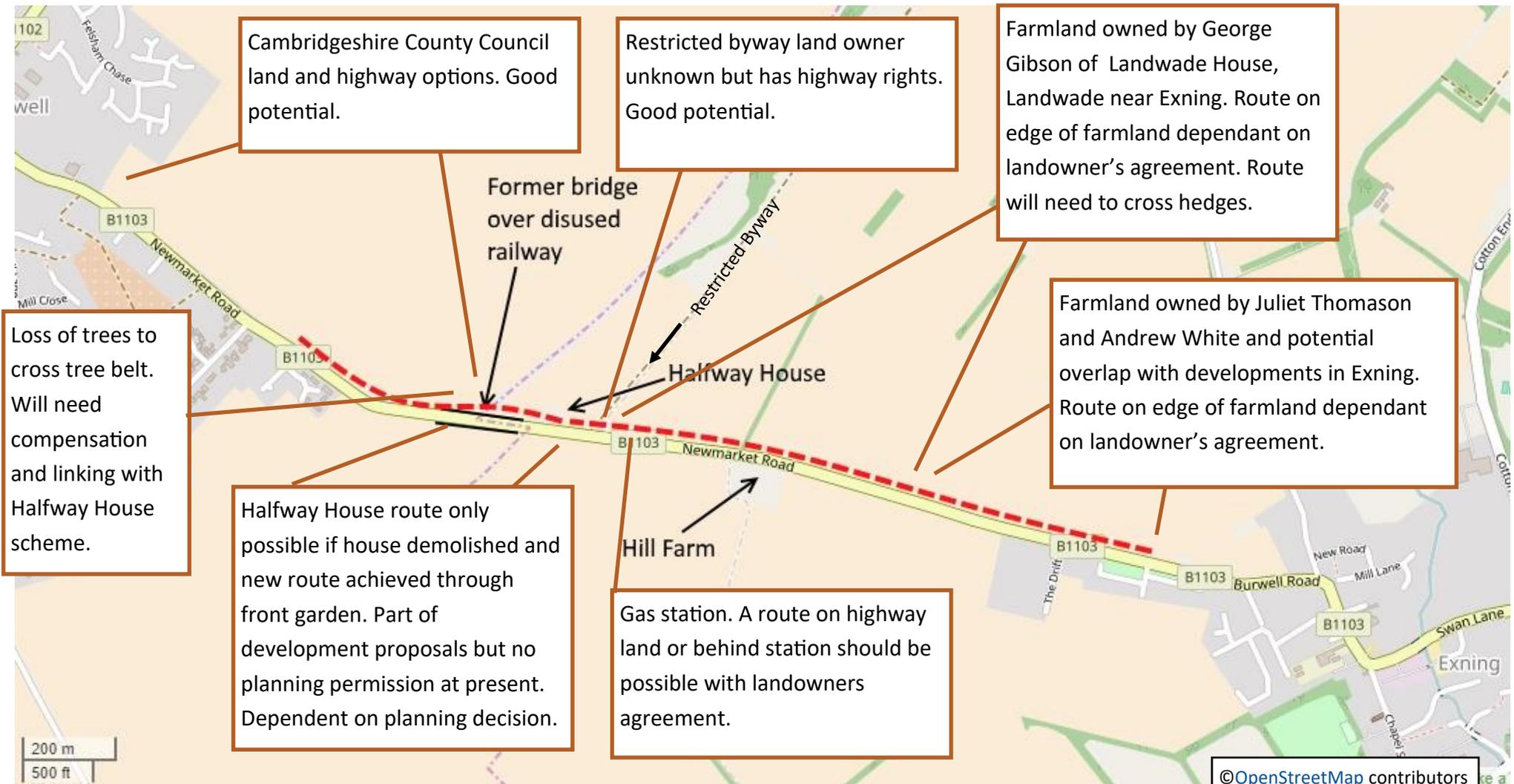


Option 2—along the B1103

Section	Description	Potential for use as route
AN	Existing path 0.8m-1.0m wide with grass verge. Overall width including verge approx. 2.4m	Could be widened onto new development for cycle route, but continuity to High Street/ The Causeway junction difficult, so on road solution may be best
BN	Existing path 0.8m-1.0m within wide highway verge of variable width	Good width available for shared or segregated path.
CN	No verge width. Any new route would need to be in field edge and needs landowner's agreement. Would need to cross disused railway tree belt approx. 30m wide.	Good potential subject to agreement of landowner. Possible concerns about seclusion and impact on tree belt.
DN	Very limited space in highway verge, but space available in front garden of Halfway House.	Good potential subject to agreement of landowner
EN	Gas distribution station with slip road	Potential for route between gas station and carriageway, by re-allocating road space or potential for route behind gas station with landowners agreement.
FN	Narrow grass verge (0.9m) with hedge. Total width available unknown but perhaps 5m, but only available if hedge removed.	Potential if hedge removed or for path behind hedge subject to landowner's agreement. Route would need to cross hedge with loss of trees.
GN	Approximately 3m grass verge available with hedge.	Potential for narrow path or for path behind hedge subject to landowner's agreement.
HN	Surfaced verge used for car parking. No space for path on highway. 30mph zone	Potential to remove car parking, but seems unlikely. Potential for path behind hedge subject to landowner's agreement. Potential for on-road route.
IN	Grass verge approximately 3m with overgrown path.	Potential for path behind hedge subject to landowner's agreement. Potential for on-road route or verge route.
JN	No verge space as levels change and private land in village extends to carriageway edge.	Continuity of off-road route to Icen Way would be possible, subject to landowner's agreement, but crossing of Burwell Road difficult in this location.

Option 2—along the B1103 (north) Land Issues

The B1103 has highway verge to north and south, but this is not continuous and is of variable width and condition. Important land issues are marked on the plan below.



Option 2—along the B1103 (north) Land Issues

If this option is favoured the following minimum widths are recommended.



Option 2—along the B1103 (north) Land Issues

If this option is favoured the following minimum widths are recommended.



Option 2—along the B1103 (north) Land Issues

If this option is favoured the following minimum widths are recommended.



Recommended clear strip along field edges of 8m from hedge , fenced from field if required.

Map Data © Google with marking up by Nigel Brigham & Associates



Increase clear width to 10m at this point for crossing of tree belt. Additional planting will also be needed in this area or similar to compensate for loss of planting as the route crosses the substantial hedge.

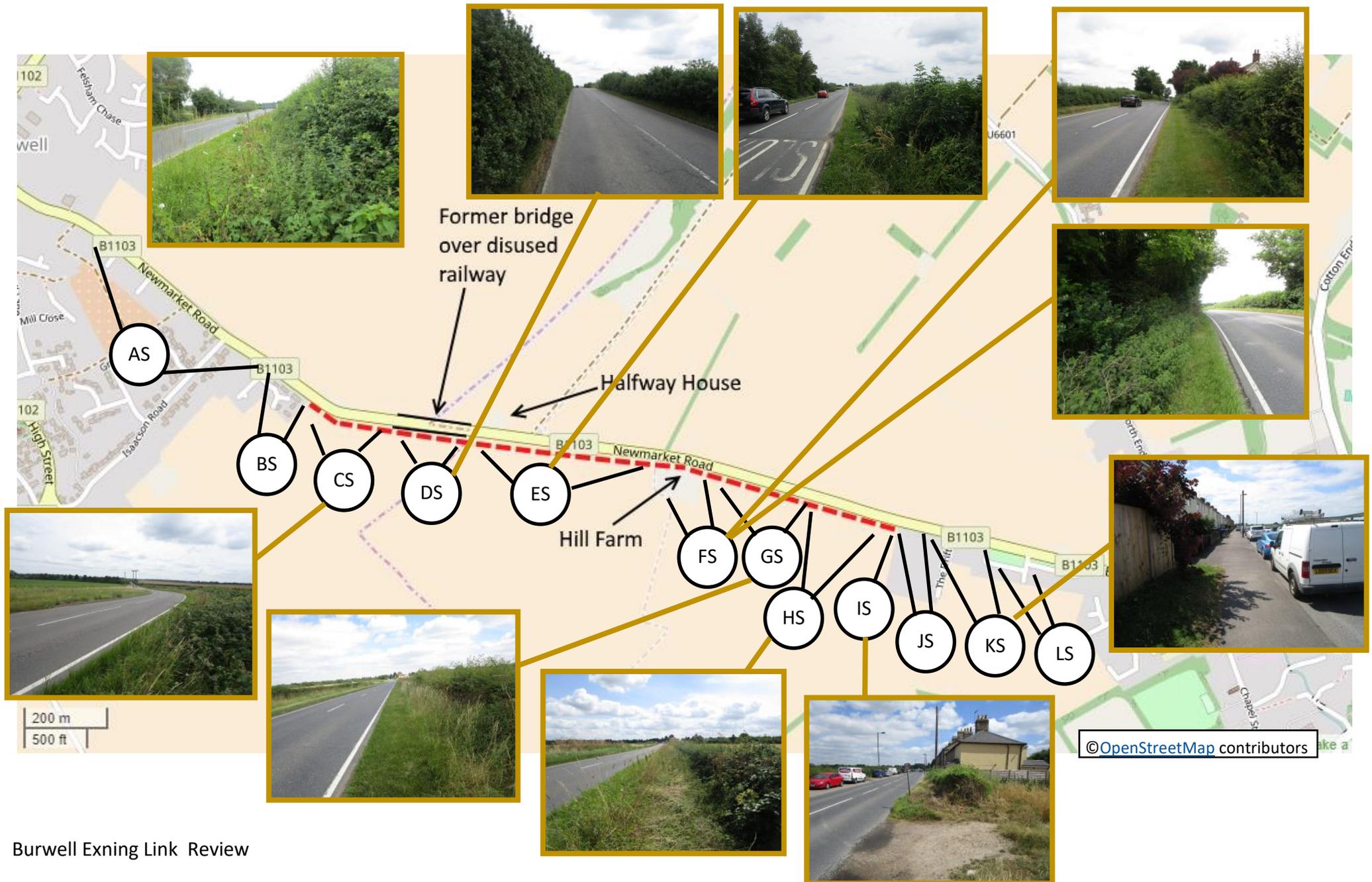
New highway access needed for crossing will involve some loss of hedge.

Increase clear width to 10m at this point for crossing of hedge. Additional planting will also be needed in this area or similar to compensate for loss of planting as the route crosses hedges in 3 locations .

New highway access needed for crossing will involve some loss of hedge.

Option 2—along the B1103 (south)

The B1103 has highway verge to north and south, but this is not continuous and is of variable width and condition. Various sections are marked on the plan below.

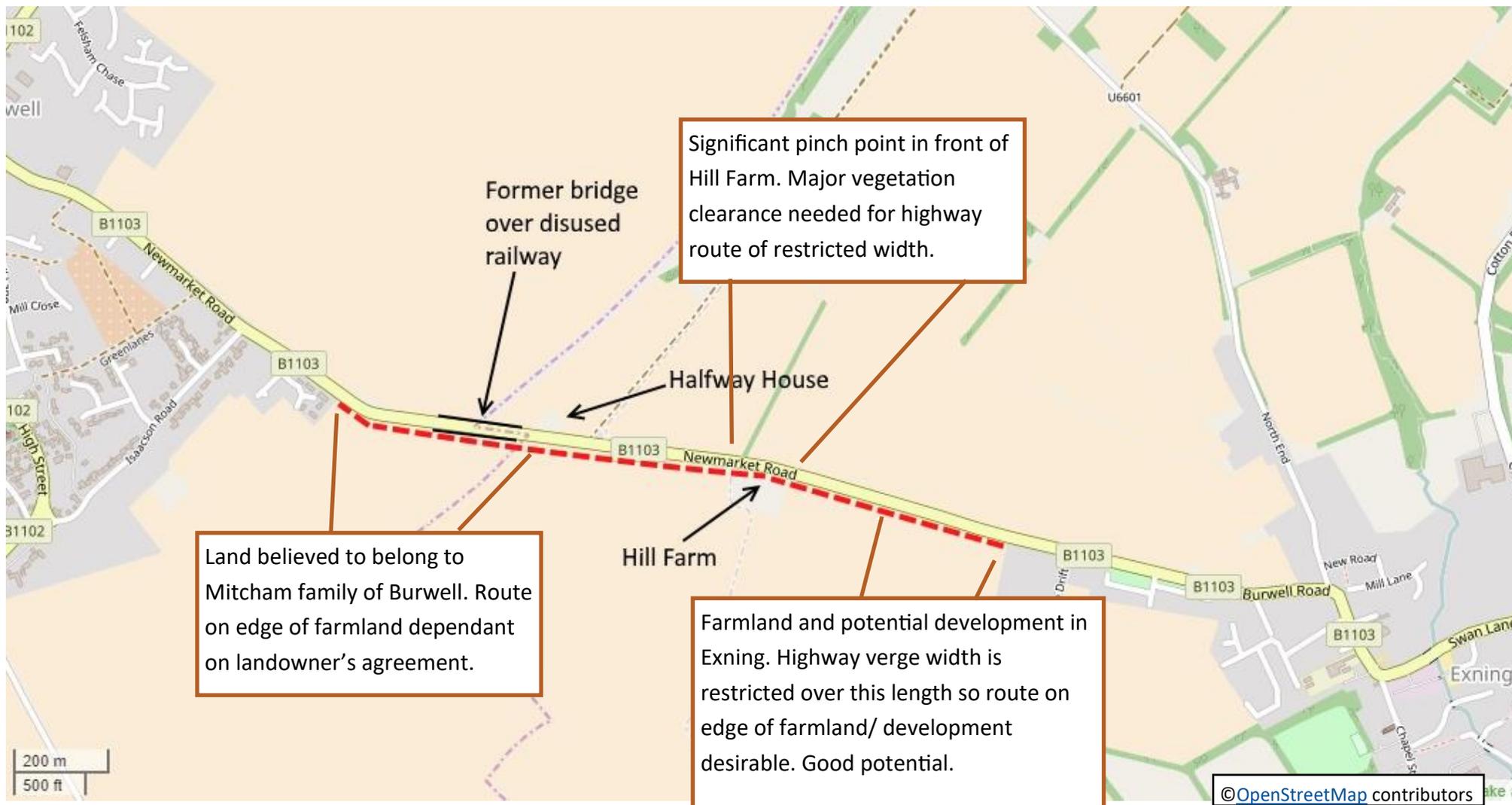


Option 2—along the B1103

Section	Description	Potential for use as route
AS	Existing footway adjacent to carriageway within approximately 4m verge.	Leave as footway, not recommended for shared use.
BS	Existing footway within verge only continues as far as Barkways.	May be benefits in extending footway to link with ongoing route and new developments.
CS	Verge overgrown, but generally approximately 5m available reducing as approaching disused railway bridge.	Good potential for route
DS	No space in highway verge, but space available on field edge.	Good potential subject to agreement of landowner
ES	Space available in highway verge . Approximately 3.5m between hedge and edge of carriageway.	Potential for 2.5m path in highway verge or potential for route on field edge behind hedge subject to landowners agreement.
FS	Constrained space in front of Hill Farm. Limited grass verge, but space available if all vegetation removed up to fence variable width potentially 2.7m.	Potential if hedge removed to fit narrow path between farm and carriageway edge. Significant visual impact and impact on trees. Major impact over approximately 75m .
GS	Space available in highway verge . Approximately 2.8m between hedge and edge of carriageway.	Potential for 1.8m path or for path behind hedge subject to landowner's agreement.
HS	Verge space narrows towards Exning. Hedge is below carriageway meaning available width limited without major works.	Potential for 1m path or for wider path with major works or path behind hedge subject to landowner's agreement.
IS	Verge space narrows at approach to Exning.	Continuity along road side difficult. Link with on-road route needed and potential to link with development.
JS	Narrow footway in front of properties. Approximately 2m	Leave as footway, not recommended for shared use. On-road route needed.
KS	Wider footway in front of properties. Leave as footway, not recommended for shared use.	Leave as footway, not recommended for shared use. On-road route needed.
LS	Wide grass verge.	Potential for wide path.

Option 2—along the B1103 (south) Land Issues

The B1103 has highway verge to north and south, but this is not continuous and is of variable width and condition. Various sections are marked on the plan below.



Option 2—along the B1103 (south) Land Issues

If this option is favoured the following minimum widths are recommended.

CS

DS

Any agreement with the landowner will need to allow for farm access and any potential future access requirements as well as the needs of path users to access the public highway.

Any agreement with the landowner will need to allow for farm access and any potential future access requirements as well as the needs of path users to access the public highway.

Land requirement may need to be extended if crossing location is closer to Burwell centre.

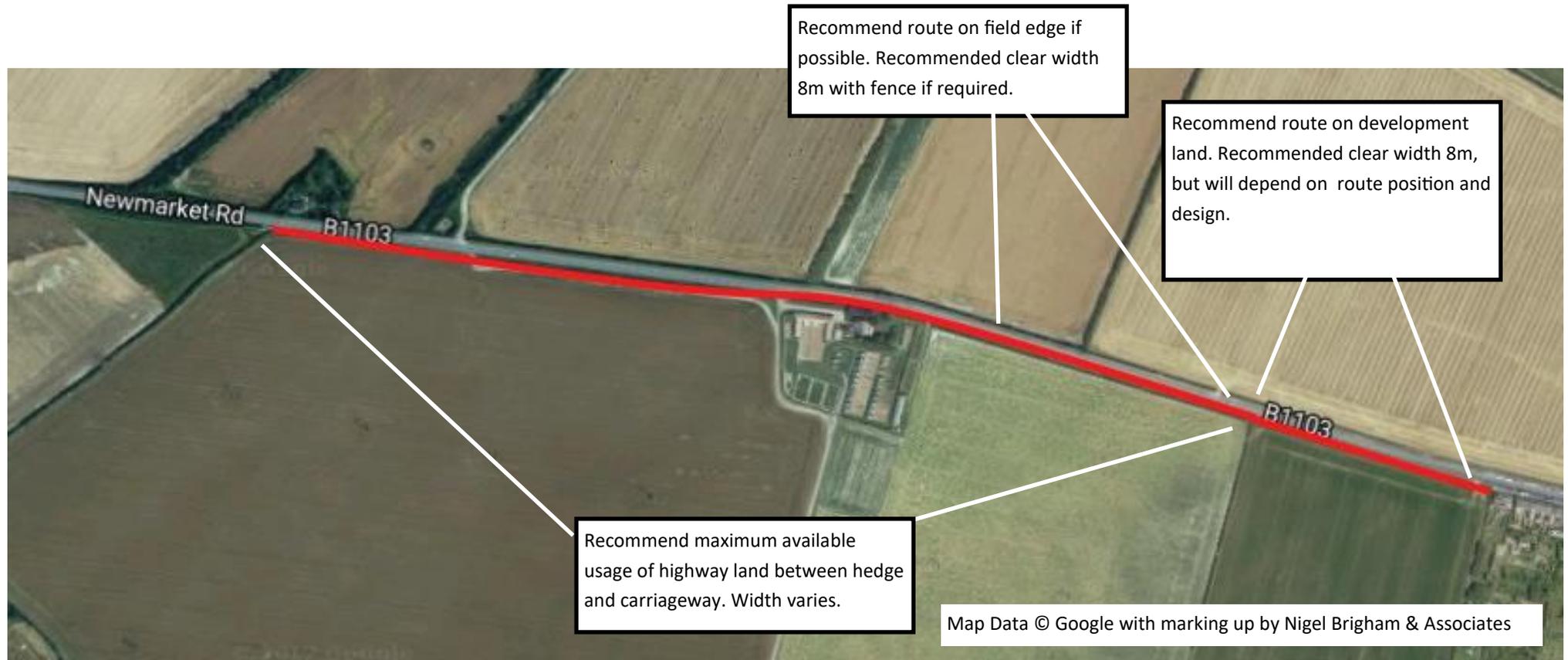
Recommended clear strip along field edges of 8m from hedge, fenced from field if required.

Map Data © Google with marking up by Nigel Brigham & Associates



Option 2—along the B1103 (south) Land Issues

If this option is favoured the following minimum widths are recommended.



ES

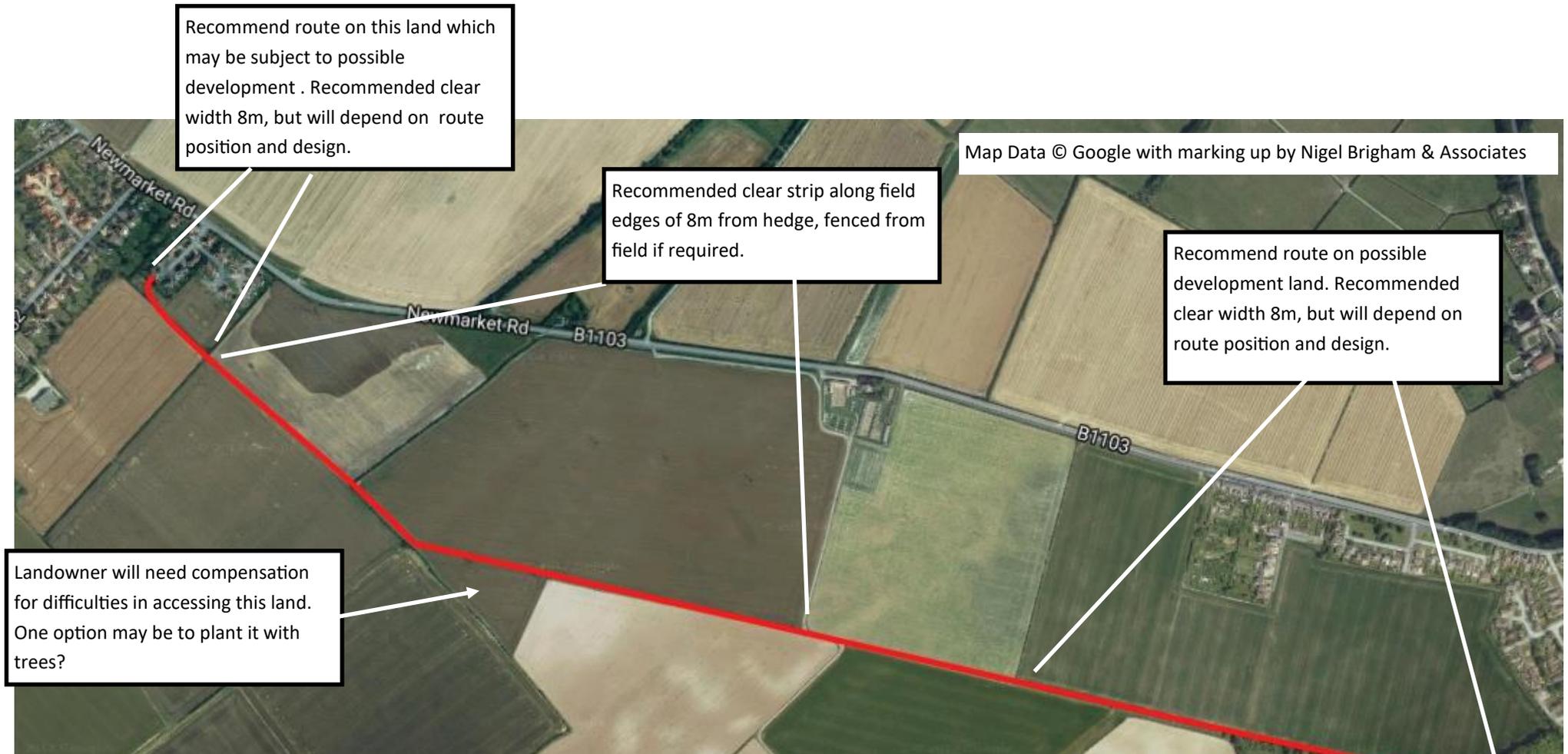
FS

GS

HS

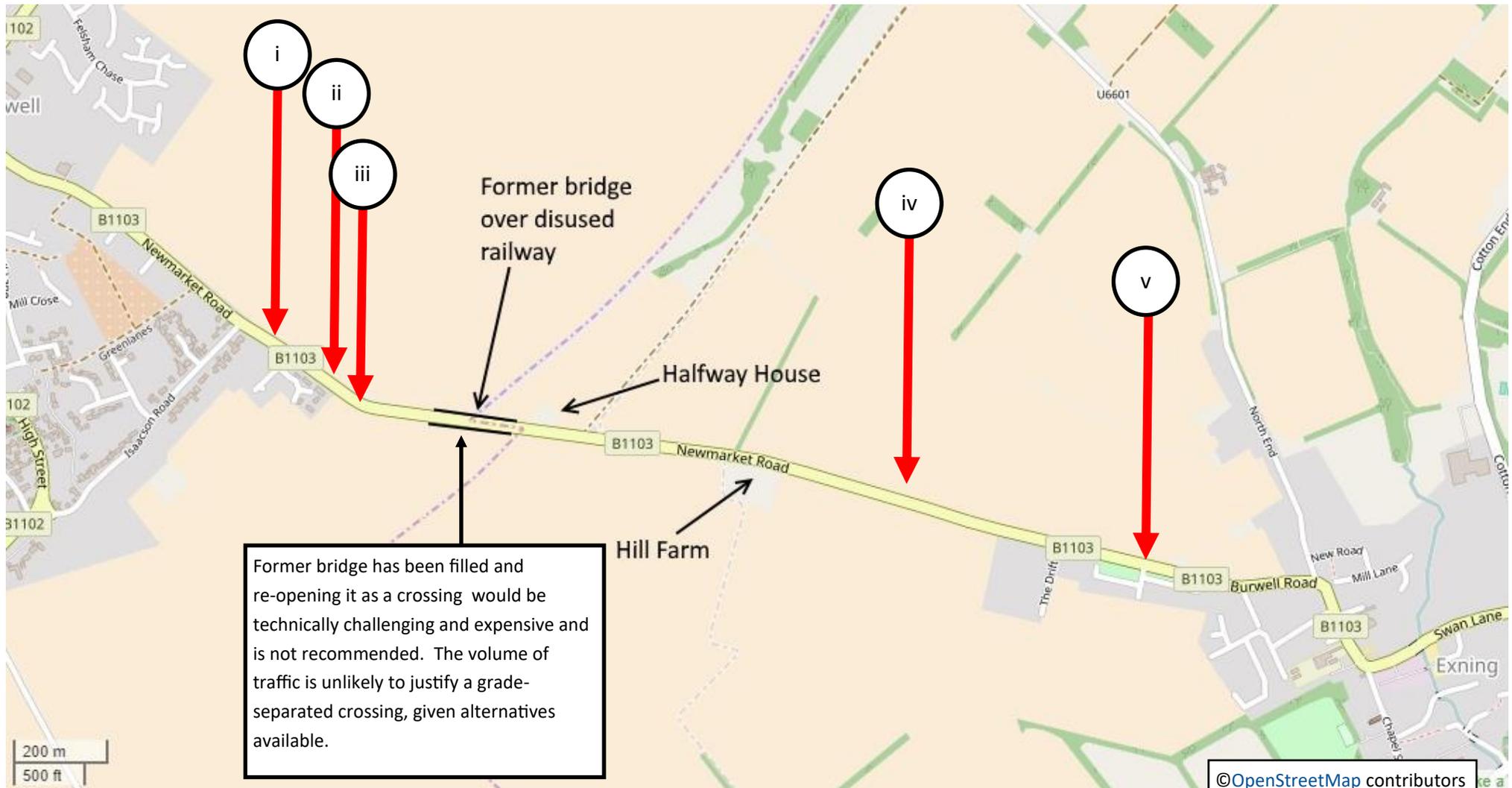
Option 3

If this option is favoured the following minimum widths are recommended.



Crossing the B1103

At some point a crossing will need to be made from the north of the B1103 to the south of the B1103. The exact position is dependent on the best onward routes and the best location for a safe, convenient crossing. There is a good case for making the crossing within the village envelopes and a crossing between the former bridge over the disused railway and the edge of developments in Exning is not recommended due to higher traffic speeds and poorer visibility. Possible locations are indicated below. The merits and options for the various crossing points are discussed on the following pages.



Crossing the B1103

Crossing	Description	Potential for use as route
i.	Crossing of B1103 from Barkways uses existing provision, with addition of links with highway verge to north of B1103. Already within Burwell 30mph zone and near bus stop so should be relatively simple to address as part of Burwell development plans.	Only relevant if Option 3 developed as route and a route via Cornfields and Barkways can be achieved.
ii.	Crossing of B1103 at village edge and edge of proposed development. The location is currently outside the Burwell 30 mph zone, but that could be extended as part of the development plans. Visibility is generally good for all crossing movements, apart from for those crossing from south to north where vegetation will need to be removed and kept cut back to maintain visibility.	Fits in well with developments and an obvious location to cross if a route to the south of the B1103 develops. The vegetation issues mean that Option iii. may be a better option.
iii.	Crossing of B1103 on bend of road at existing farm access point. Location of crossing has good visibility, but is outside the village envelope and a 30mph limit is likely to be considered inappropriate. There are reports of cars leaving the road, at this location, by taking the bend too fast at this location, but no evidence of accident data recorded on the Crashmap site as at August 2017. (www. crashmap.co.uk). If option is progressed farm access will need to be considered as part of the detailed design.	Fits in well with developments and likely to be the best location to cross if a route to the south of the B1103 develops.
iv.	Crossing of B1103 at suitable location linked with Exning developments. The location is currently outside the Exning 30 mph zone, but that could be extended as part of the development plans.	Fits in well with possible developments if a route to the north of the B1103 develops.
v.	Crossing of B1103 within Exning would be useful now and would still be useful if Option iv develops. Recommended if route to north of B1103 developed. Crossing detailed design will need to address car parking on north side of B1103 and visibility issues related to parking.	Fits in well with possible developments and useful now for existing residents if a route to the north of the B1103 develops.

Crossing the B1103

The type of provision required for cyclists, walkers and horse-riders at road crossings is usually determined by the location and by traffic volumes and speeds. Generally speaking the slower the speeds and the lower the volume of traffic the less formal the crossing arrangements need to be.

The exact location of crossings is also a major factor in determining their usage. If crossings are inconvenient many users will not use them and will instead cross in a location that suits them. Crossings therefore need to be integrated coherently into a route in a manner that makes obvious sense for the user. This can be a challenge when one crossing is intended to serve a number of purposes and this needs careful consideration as does the exact origin and destination of the users.

There are four main types of crossing that can be considered:

1. Bridges or subways—unlikely to be appropriate in this case.
2. Signalled crossings of some kind—zebra, pelican, toucan, pegasus.
3. Crossing using a central island.
4. Crossing with dropped kerbs and no special provision.

There are not believed to be any toucan crossings or pelican crossings in either Burwell or Exning, but both villages do have zebra crossings and Burwell includes a number of central refuges for pedestrian crossings. Zebra crossings would not be appropriate outside the village envelopes where speeds can be high and toucan or pelican crossings are not usually recommended where traffic speeds exceed 50 mph, so the type of crossing will depend on the location.



An existing zebra crossing in Burwell (above) —this has no provision for cyclists

Zebra crossings can now include parallel provision for cyclists and Cambridgeshire have recently installed at least one of these in Cambridge. Suffolk pioneered this in Bury St Edmunds many years ago, so there are good precedents. This type of crossing is cheaper than a pelican, toucan or pegasus crossing and is generally popular with users who do not have to wait as long as they do at other crossings and one of these crossings is recommended on this route to form a gateway to the village and as a part of the route. If this crossing is in Exning it will need to be linked with new developments and any potential bus stop provision in the area. If the crossing is in Burwell it will again need to be linked with the new developments there.

Links with Burwell

Any route along the B1103 corridor will need to link well with Burwell centre and with new developments. The B1103 itself will be an important route and on-road cycling provision will need to be significantly improved within the village envelope.

The adjacent plan is taken from the Design and Access for the proposed development at Newmarket Road, Burwell. This development does not have planning permission, but if it or something similar were to go ahead there are good opportunities for new access.

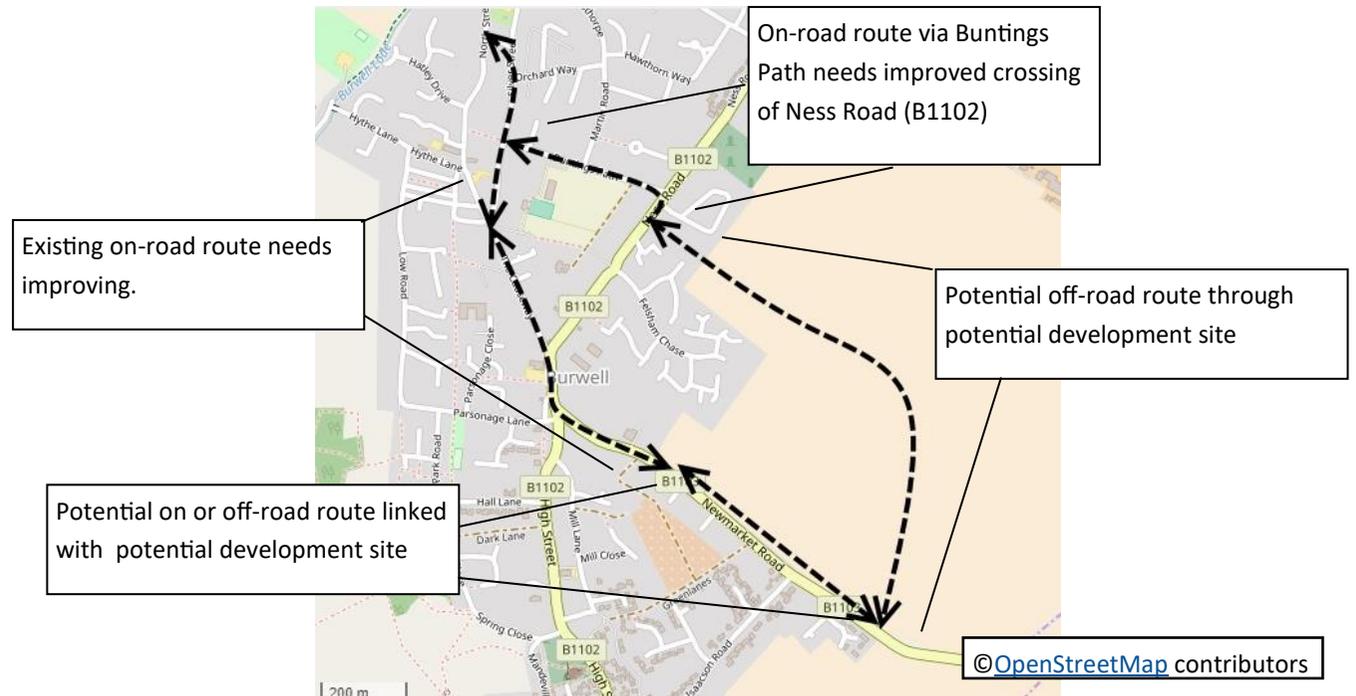


Plan from Design and Access Statement



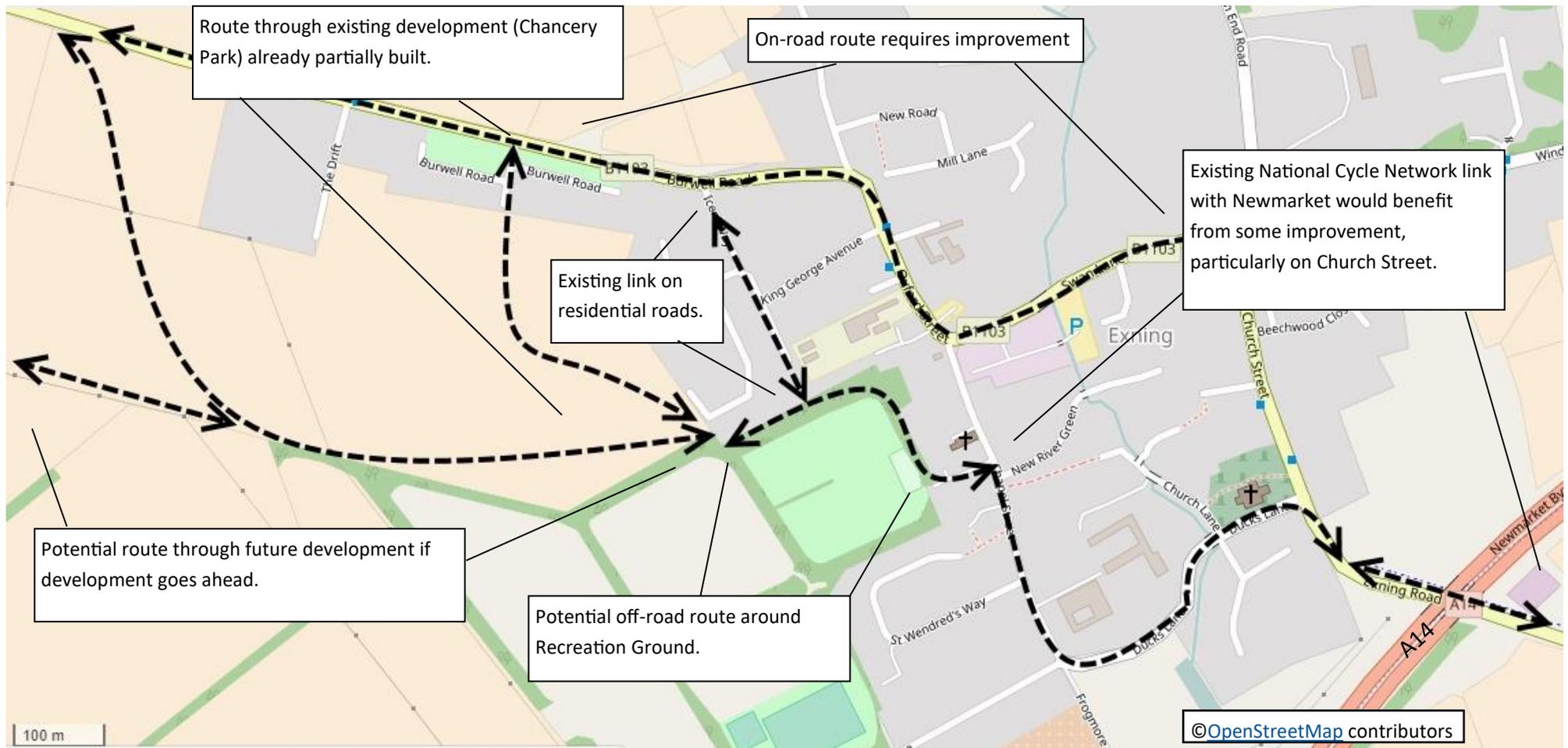
Plan marked up with suggested main links.

Potential links with Burwell are shown on the adjacent marked up plan.



Links with Exning

Any route along the B1103 corridor will need to link well with Exning centre and with new developments. The B1103 itself will be an important route and on-road cycling provision will need to be significantly improved within the village envelope. Developments are already underway in Exning with the Chancery Park development and this should link up with existing housing and has potential for a good link with Chapel Street, Exning via the Recreation Ground.



Costs

In the absence of detailed designs costs are based on standard costs and lengths of route. No allowance has been made for new infrastructure as part of developments.

Option 2 (Route to north of B1103) approximately 1.9km.

Option 2 (Route to south of B1103) approximately 1.6km.

Option 3 (Field edge route) approximately 1.7km.

Any route constructed in the highway verge will have additional traffic management costs associated with it that would not apply for a field edge path. However the field edge options involve land acquisition costs and additional path and fence construction that are not associated with the highway verge. The costs of both options are therefore likely to be broadly similar. Both options assume that there will need to be one new zebra crossing.

Based on a unit cost of £200,000/km and the cost of one zebra crossing with cycling provision being £30,000 the likely costs are therefore:

Option 2 (Route to north of B1103) approximately £410,00.

Option 2 (Route to south of B1103) approximately £350,000.

Option 3 (Field edge route) approximately £370,000.

Option 2 (Route to north of B1103) extends further into Exning than the route to the south of the B1103 which is an advantage. It would be possible to reduce the length and cost but this is not recommended.

Option 2 (Route to south of B1103) could reduce costs to the scheme by approximately £40,000 if some of the route is provided as part of developments at no cost to this scheme.

In terms of maintenance it has to be assumed that any paths will be built to the highest standard and the paths themselves will require minimal maintenance for 20 years or so, but vegetation management will be important. For the routes away from the highway verge there is more land and potentially more maintenance, but this land will be easier to access than the highway verge land. A minimum of 3 verge cuts a year are recommended as well as hedge cutting.

Maintenance of hedges will be dependant on land agreements but it is possible that hedges that are currently maintained by the landowners will need to be taken on by the Local Authorities.

In comparing costs it should be noted that the two options that are mostly away from the highway verge are potentially of higher quality than the highway verge option so a direct comparison is inappropriate.

Recommendations

There are good opportunities and a need to improve links for non-motorised users between Burwell and Exning. Any route will need to cross the Cambridgeshire/ Suffolk border and avoid the busy traffic on the road that links the two villages. Any new link is likely to be particularly appealing for cyclists if it is to a good quality and can be expected to attract walkers and potentially some horse-riders.

There are a number of options for routes and any recommendation needs to consider what is achievable. The routes are ranked as below:

1. The best possible route would be one to the north of the B1103 that linked well into developments in both Burwell and Exning and that crossed the B1103 in Exning. There is space for a route of good width set away from the carriageway and the recommendation would be a 7-8m green corridor dedicated as a right of way, however this is dependant on at least 3 private landowners and is also likely to be dependent on planning considerations. The main reason to favour this option is the width available. This option will need further discussions with both landowners and the local community who may have concerns about personal security for a route largely away from the carriageway.
2. A route to the south of the B1103 is an attractive option in that a large part of the route could be delivered on highway land. Given the limited widths available it is recommended that a 2.5m tarmac path is built (reduced to 2m near Hill Farm) and with a minimum of 0.5m separation from the carriageway throughout. Given the constrained widths near the carriageway horse usage is not

recommended. The preferred crossing of the B 1103 would be at location iii. This route needs the agreement of private landowners near the railway bridge and at the Exning end of the route and will have a major impact near Hill Farm. The main advantage of this route is the availability of highway verge.

3. Option 3 as outlined on Page 5 has potential as a good route and should not be discounted, but is entirely dependent on landowners agreement. At present this option is not favoured because nothing is known of the landowner's attitude, but if that is favourable that would change matters.

It is difficult to make a final recommendation without understanding the landowners' attitudes as to whether they would be supportive of a route on their land and also what they would expect in return. For the route to the north of the B1103 the landowner of Halfway House has made his position clear (support is linked to planning approval), but other landowners' attitudes are less clear. Whilst compulsory purchase is possible this would be time-consuming and unpopular and is not recommended at present.

An important additional factor is the need for planning permission for the route and in particular the ecological impact of removing trees. An early ecological study is recommended, to ensure that there is a clear understanding of what will need to be done and what additional planting will be needed to compensate for any loss of trees.

The recommendation is therefore to talk further with landowners, the Local Authorities and the local community with a preference for a route to the north of the B1103, but without dismissing the other options.