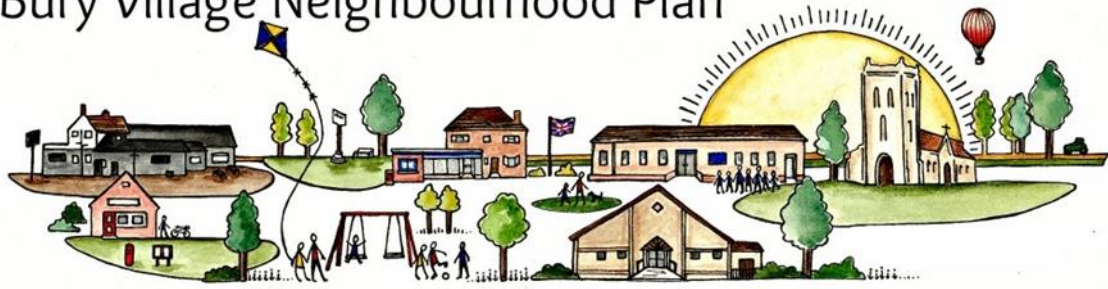
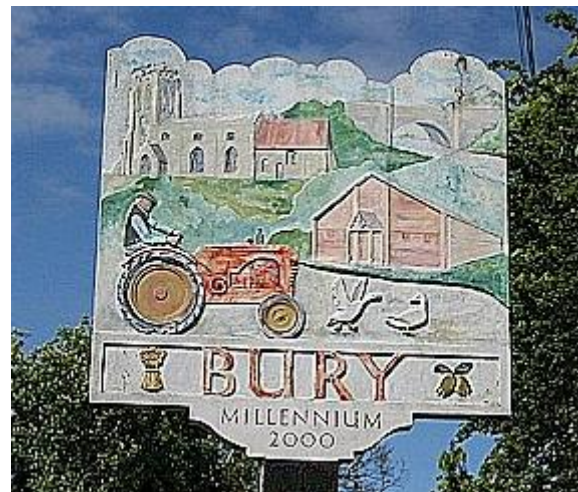


## Bury Village Neighbourhood Plan



# Bury Village Neighbourhood Plan 2019-2036



**January 2020  
(Referendum Version)**

# Bury Village Neighbourhood Plan 2019-2036

## January 2020 (Referendum Version)

The Neighbourhood Plan for the Parish of Bury produced in accordance with the Neighbourhood Planning Regulations 2012

The Neighbourhood Plan Steering Group on behalf of Bury Parish Council:

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The Parish Council received professional planning support from NEIGHBOURHOOD-PLAN.CO.UK during the production of this Neighbourhood Plan.



NEIGHBOURHOOD-PLAN.CO.UK

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<https://buryparishcouncil.co.uk/index.php/neighbourhood-plan/>

# Bury Village Neighbourhood Plan 2019-2036



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# Foreword

On behalf of Bury Parish Council, welcome to the Neighbourhood Plan for our Parish area. The Neighbourhood Plan sets out the vision, objectives and policies to ensure that Bury Village maintains its character, appearance and uniqueness over the period up to 2036. The village has been under significant unplanned development pressure and the Neighbourhood Plan aims to put the local community back in control of how the village develops.

The Neighbourhood Plan will seek to protect and enhance the natural and built environment of the village and the wider parish which forms the character of where we live.

The Neighbourhood Plan has been drawn up by a Steering Group made up over time of Parish Councillors and local residents, working under the guidance of Bury Parish Council which is the designated body for the plan area and provided the funding and support to enable the plan to go ahead. Consultation on a Draft Plan was undertaken during June and July 2019, changes have been made to the Neighbourhood Plan following consultation. The Plan was submitted to Huntingdonshire District Council in September 2019 for statutory consultation during September and October 2019.

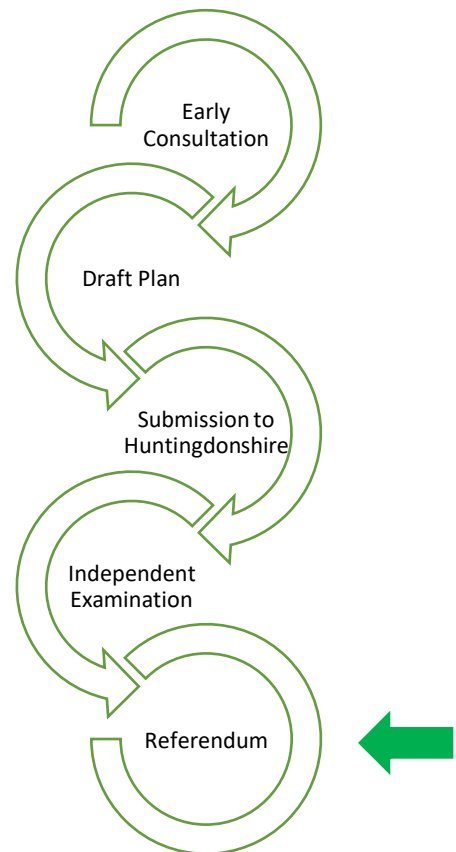
The Neighbourhood Plan sets down a series of planning policies which, once adopted by means of a local referendum, will ultimately form part of Huntingdonshire's wider statutory development plan when it has been adopted, a process legally known as being 'made'. The Neighbourhood Plan has to be in general conformity with the Huntingdonshire Local Plan.

The Neighbourhood Plan underwent an Independent Examination in late 2019 and will finally be subjected to a local referendum, anticipated in March 2020, requiring a majority 'yes' vote of all those voting in the referendum for it to be accepted. In the event of a 'yes' vote, Huntingdonshire District Council will proceed to 'make' the Neighbourhood Plan for the Parish of Bury.

It is intended that the policies will be reviewed periodically to monitor the cumulative effects of the policies and, if necessary, make changes to keep them up to date and relevant.

So, my personal thanks to all those who have driven the process so far and thank you for taking the time to consider the Neighbourhood Plan.

Councillor Michael Tew  
Lead Neighbourhood Plan Steering Group Member



# Introduction

## 1. Background

1.1 The Localism Act 2011 introduced a new type of Community Led Plan. Communities now have the right to produce a Neighbourhood Plan, setting out policies on the development and use of land. Developing a Neighbourhood Plan is a way for communities to play a greater role in determining the future of their area. A plan period of 2036 has been chosen to match the plan period of the emerging Huntingdonshire Local Plan to 2036.



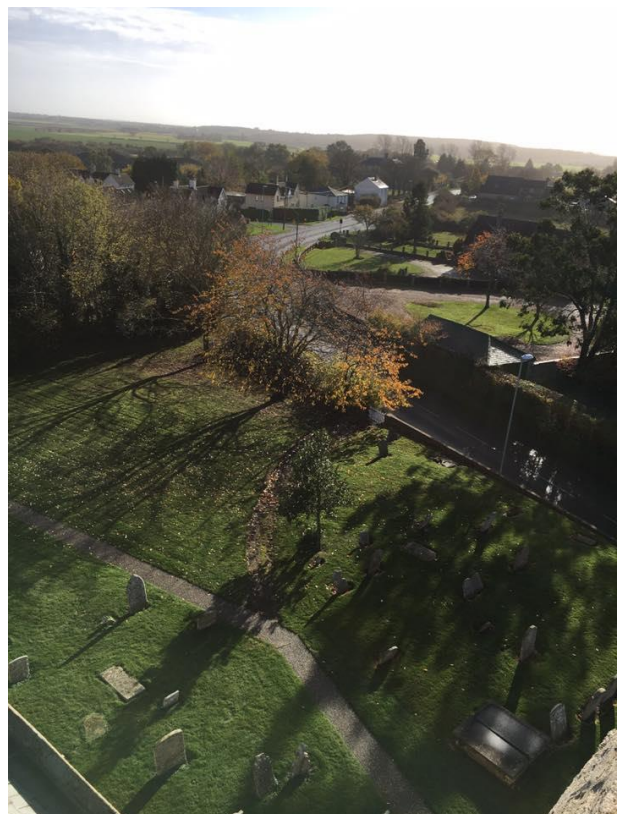
1.2 The Bury Village Neighbourhood Plan will form part of the statutory development plan once made. This means that Huntingdonshire District Council will determine planning applications within the Parish of Bury in accordance with the development plan which includes this Neighbourhood Plan unless material planning considerations indicate otherwise (see [section 38\(6\)<sup>1</sup>](#) of the Planning and Compulsory Purchase Act 2004).

1.3 This Neighbourhood Plan is a true Community Led Plan. It has been prepared by the Parish Council through a Steering Group. It has been informed by public consultation with the local community.

1.4 A Neighbourhood Plan is a planning document and is about the use and development of land. Neighbourhood planning gives communities more control over the future of their area by giving local people the chance to have their say on what happens where they live.

1.5 A neighbourhood plan can establish general planning policies for the development and use of land in a particular area. Plans can include local priorities, planning policies, proposals for improving an area or providing new facilities or infrastructure and allocation of key sites for development.

1.6 Neighbourhood planning is a tool to promote sustainable growth and will not be able to prevent development in an area. Neighbourhood plans can only include proposals for an equal (or greater) amount of growth than is set out in the local authority's development plan. They must also accord with national planning policy



<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2004/5/section/38>

### 2. Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

- 2.1 Every Neighbourhood Plan needs to consider the need for a Sustainability Appraisal (incorporating a Strategic Environmental Assessment) for the Neighbourhood Plan. SA is a mechanism for considering and communicating the impacts of an emerging plan, and potential alternatives in terms of key sustainability issues.
- 2.2 The Steering Group on behalf of the Parish Council considers that there will be no significant environmental effects arising from the Neighbourhood Plan. They have produced a SEA and HRA Screening Assessment for the Neighbourhood Plan which has demonstrated that a SEA is not required. Consequently no SA incorporating an SEA has been undertaken for the Bury Village Neighbourhood Plan.

### 3. National Planning Policy Framework (NPPF)

- 3.1 Throughout this Neighbourhood Plan reference is made to the National Planning Policy Framework ([NPPF](#))<sup>2</sup>. The NPPF sets out the government's planning policies for England and how these are expected to be applied. It was first published on 27 March 2012, with the current Revised NPPF version being published on 24 July 2018 and then updated on the 19 February 2019. It is also supplemented by Planning Practice Guidance.
- 3.2 The NPPF provides a framework to produce locally distinctive Neighbourhood Plans which reflect the needs and aspirations of the community.
- 3.3 The Bury Village Neighbourhood Plan contributes towards the achievement of sustainable development. More detail on the ways in which this Plan addresses sustainable development is included within the Basic Conditions Statement that accompanies the Plan.



### 4. Planning Practice Guidance

- 4.1 [Planning Practice Guidance](#)<sup>3</sup> sets out the government's advice on how to undertake neighbourhood planning within England. This is set out in detail within Section 41 of Planning Practice Guidance.

### 5. Structure of Neighbourhood Plan

- 5.1 The Neighbourhood Plan includes three themed sections: Sustainable Growth; Infrastructure, Services & Facilities; and Natural & Built Environment.

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<sup>2</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework>

<sup>3</sup> <https://www.gov.uk/government/collections/planning-practice-guidance>





## Sustainable Growth



## Infrastructure, Services & Facilities



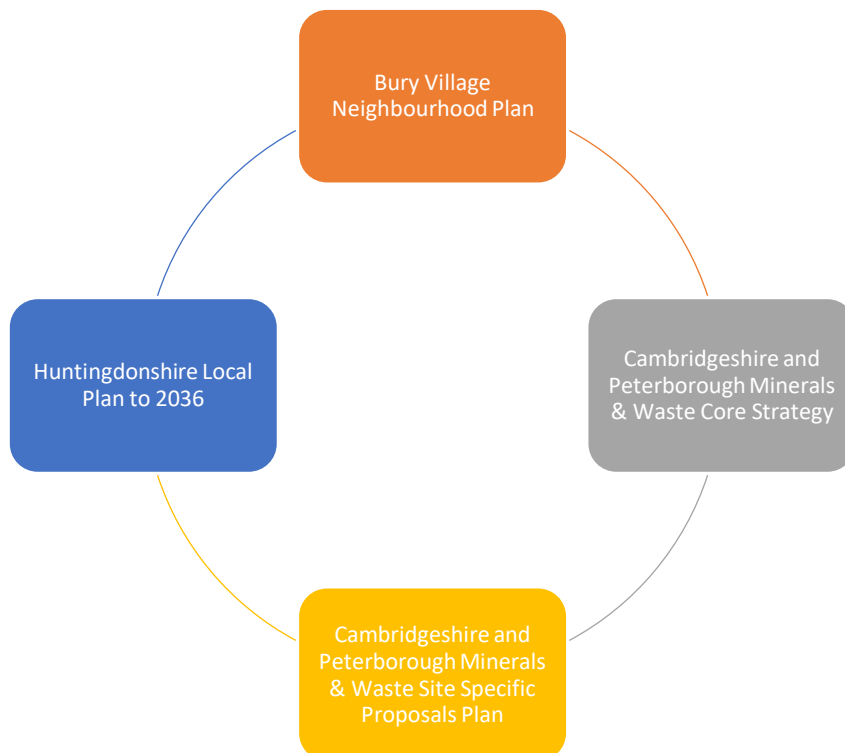
## Natural & Built Environment

5.2 These are all issues that are important to the community and within each section policies are included to guide the development and use of land. Each Policy contains an introduction and explanatory text followed by the Policy itself in coloured text. Following the themed sections, the Neighbourhood Plan contains an implementation and delivery section.

# The Development Plan

## 6. Background

6.1 The 'Development Plan' for Bury is made up of 4 main components as follows:



- 6.2 All policies within the Bury Village Neighbourhood Plan should be read in conjunction with the Huntingdonshire Local Plan to 2036. When determining proposals for development, no policy will be applied in isolation and account will be taken of all relevant policies.

### 7. Relationship to Huntingdonshire Local Plan 2036

- 7.1 The Huntingdonshire [Local Plan to 2036](http://www.huntingdonshire.gov.uk/media/3872/final-adopted-local-plan-to-2036.pdf)<sup>4</sup> was adopted in May 2019 and replaced the Core Strategy (2009), the Huntingdon West Area Action Plan (2011), the Local Plan (1995) and the Local Plan Alteration (2002). The purpose of the Local Plan is to set out:
- the strategy for development in the whole of Huntingdonshire;
  - policies for managing development; and
  - details of sites for development to meet the needs of Huntingdonshire.



### 8. Strategic policies for the purposes of neighbourhood planning

- 8.1 The system of neighbourhood planning allows Parish and Town Councils to produce neighbourhood plans to guide development at a local level. One of the requirements of such plans is that they should be in line with the 'strategic policies' of the adopted development plan for the local area.
- 8.2 Huntingdonshire District Council as the Local Planning Authority defines which policies are to be considered 'strategic' with regard to the production of a neighbourhood plan. They consider that some of the policies and all the allocations within the Huntingdonshire Local Plan to 2036 are to be considered 'strategic' for the purposes of neighbourhood planning. Details of which policies are deemed 'strategic' is set out in the introduction of the Local Plan.



### 9. Surrounding Neighbourhood Plans

- 9.1 The Bury Village Neighbourhood Plan cannot be developed without consideration of whether there are any other Neighbourhood Plans being developed who share a boundary with Bury Parish. To the north of Bury is the Parish of Ramsey, to the west is the Parish of Upwood and the Raveleys, to the south is the Parish of Wistow, and to the east is the Parish of Warboys. None of these Parishes are presently working on Neighbourhood Plans.

<sup>4</sup> <http://www.huntingdonshire.gov.uk/media/3872/final-adopted-local-plan-to-2036.pdf>

### 10. Designation of Bury Parish as a Neighbourhood Planning Area

10.1 A formal [application](#)<sup>5</sup> was made by Bury Parish Council in August 2015 as a ‘relevant body’ under Section 61G of the Town and Country Planning Act 1990 (as amended) for the designation of a neighbourhood area in order to develop a neighbourhood plan. The area of the Neighbourhood Plan is based upon the parish boundary, which was seen as appropriate as this area is recognised as the distinct community of Bury Village. The request was that the Parish be recognised as a Neighbourhood Area for the purpose of producing a neighbourhood plan, in accordance with the Neighbourhood Planning Regulations 2012.



10.2 Huntingdonshire District Council [designated](#)<sup>6</sup> the Parish of Bury as a neighbourhood area on 7 October 2015.

### 11. Consultation with the Local Community

11.1 Since the designation of Bury as a neighbourhood area, various elements of consultation have been undertaken regarding the future planning of the Parish. Details of the consultation undertaken to date are set out in the Consultation Statement that accompanies this Plan.

## Other Planning Documents

12.1 In addition to the Development Plan there are also a number of other planning documents known as [Supplementary Planning Documents](#)<sup>7</sup> which cover the whole of Huntingdonshire. These include:

- Huntingdonshire Design Guide SPD (2017)
- Cambridgeshire Flood and Water SPD (2017)
- Wind Energy Development in Huntingdonshire SPD (2014)
- Developer Contributions SPD (2011) (with updated costs annually or successor documents)
- Huntingdonshire Landscape and Townscape Assessment SPD (2007)

12.2 Part of the Parish of Bury is within the Ramsey Conservation Area. The Ramsey Conservation Area Character Statement was published in December 2005 by Huntingdonshire District Council. This is a [character appraisal](#)<sup>8</sup> whose purpose is to identify and record those special qualities that make up the architectural and historic character. This Neighbourhood Plan draws upon this Statement as part of its evidence base.

<sup>5</sup> <http://www.huntingdonshire.gov.uk/media/1132/bury-neighbourhood-area-application-letter-and-plan.pdf>

<sup>6</sup> <http://buryvillagenp.co.uk/wp-content/uploads/2016/04/151007-Bury-NP-Area-designation-signed-by-ClrDD-APPROVAL.pdf>

<sup>7</sup> <http://www.huntingdonshire.gov.uk/planning/planning-policy-documents/>

<sup>8</sup> <http://www.huntingdonshire.gov.uk/media/2329/ramsey-conservation-area-character-assessment-adopted-december-2005.pdf>

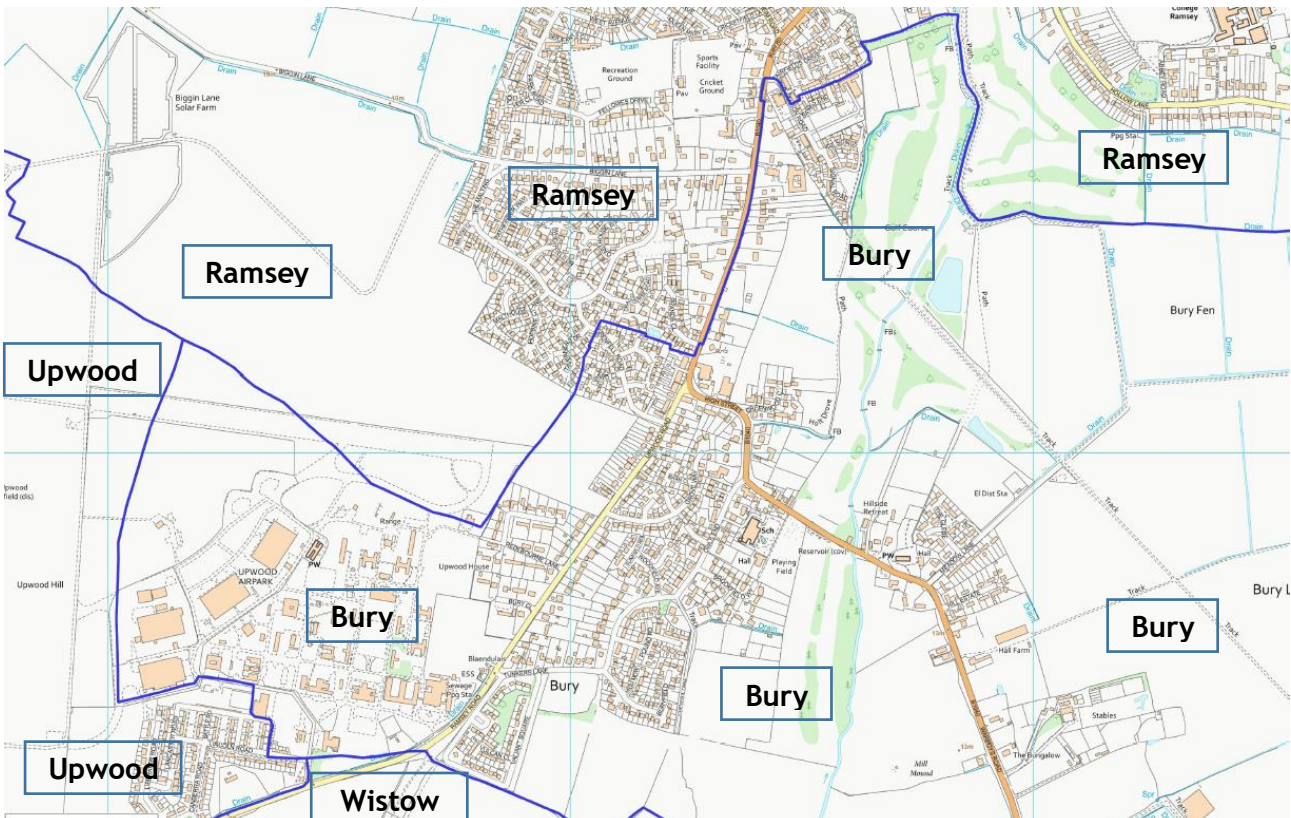
# Bury Village

13.1 Bury and Hepmangrove were traditionally two settlements but now form one single village known as Bury. The village has grown in population from 179 in 1911, peaking at 2,064 in 1951 before dropping back to 975 in 1981 at the end of the RAF use of Upwood Airfield. The population has risen again to 1,938 in 2011. A more detailed background on Bury is included in Appendix 1.

Parish	1911	1921	1931	1951	1961	1971	1981	1991	2001	2011
Bury	179	300	303	2064	1165	1069	975	1710	1713	1938

## Relationship to Ramsey and Upwood

14.1 Most, but not all of Upwood Airfield lies in Bury Parish with parts also lying within the Parishes of Ramsey and Upwood and the Raveleys. Parts of Bury immediately abut the town of Ramsey, that town has a population of 8,479. It provides a number of higher order local services and facilities that are used by the residents of Bury Village. The relationship between Bury and these neighbouring areas is shown on Map 1 below.

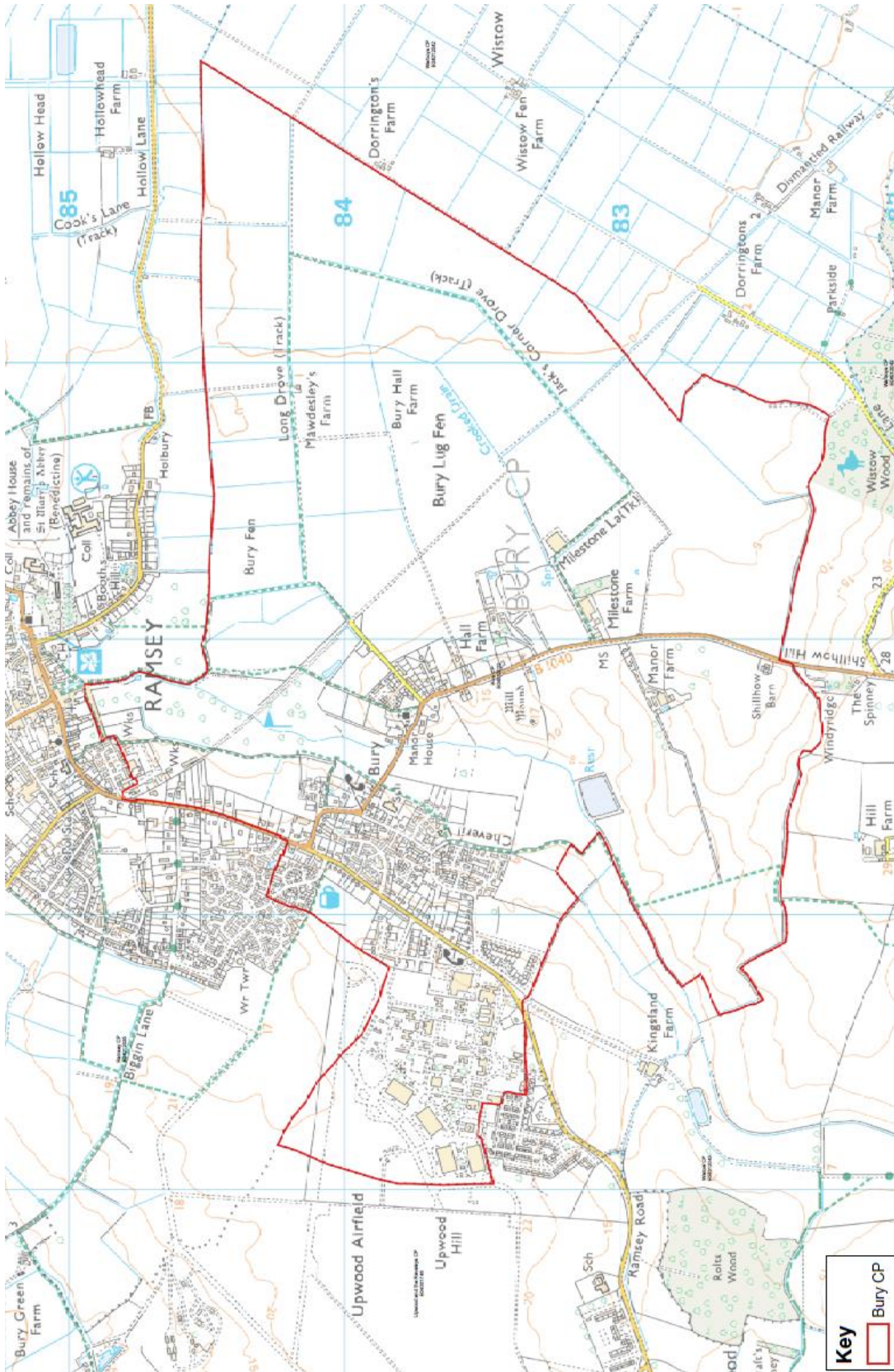


Map 1 - Bury and Surrounding Areas © Crown Copyright OS Licence Number 0100055891

Parish Boundaries

# The Bury Neighbourhood Plan Area

15.1 The plan below identifies the designated Neighbourhood Area:



Map 2 - Bury Designated Neighbourhood Plan Area

Produced by Huntingdonshire District Council © Ordnance Survey - OS Licence 10002322

# Vision

16.1 The following vision has been developed for the Bury Village Neighbourhood Plan:

**To provide a planning framework and policies that will result in sustainable growth for the local community, ensuring that appropriate infrastructure, services and facilities are provided whilst also conserving the village and countryside environment.**

## Goals and Objectives

16.2 The following four headline goals and thirteen underlying objectives have been set out for the Bury Village Neighbourhood Plan. These were developed through the early stages of the plan preparation process and have been refined as the Plan policy content has been developed:

### **(A) Provide existing and future residents with the opportunity to live in a decent home**

- Provide new housing including affordable housing and housing required to meet the local needs of Bury residents; including smaller homes for elderly villagers wishing to downsize and for young singles, couples or families needing their first home, and those working locally in businesses including agriculture.
- Ensure that new development is of high quality design, is built to a high sustainability standard and reinforces local distinctiveness.
- Ensure that the design and location of new development is resilient to the effects of climate change and flooding.

### **(B) Seek opportunities for landscape, recreational and ecological gain whilst minimising the environmental impact of new development**

- Protect, enhance and conserve the village's open spaces; landscape; views; and biodiversity.
- Protect and enhance the historic environment of the village.
- Use land efficiently and to preserve high quality agricultural land.

### **(C) Reduce the need for travel by car and shorten the length and duration of journeys facilitating a reduction of road traffic congestion**

- Locate development within easy walking distance of local services and facilities and public transport infrastructure.
- Ensure that new development integrates into the existing village including linking all developments to the rest of the village with footpaths, where appropriate.
- Locate new development such that current problems with congestion, parking and road safety are not exacerbated and, if possible, reduced.

**(D) Maintain the character and vitality of the village**

- Integrate new housing into Bury such that the character, appearance and distinct village identity is maintained; ensuring that further coalescence with Ramsey does not take place
- Provide homes for younger people and young families to address and counter the growing demographic imbalance.
- Promote the comprehensive regeneration and redevelopment of Upwood Airfield.
- Protect and preserve important village assets including its local services and facilities.

# Policy Delivery of Goals and Objectives

16.3 The following table demonstrates how the policies set out in the Neighbourhood Plan meet the objectives contained within the previous chapter. The policies that have been developed seek to address at least one of the objectives:

	Goal B Objective A	Goal B Objective B	Goal B Objective C	Goal B Objective D
<b>Sustainable Growth</b>				
Policy G1 - Definition of 'Built-up Area' (Settlement Boundary)	✓	✓	✓	✓
Policy G2 - Comprehensive Development of Former Airfield	✓	✓	✓	✓
Policy G3 - Community Engagement	✓	✓	✓	✓
Policy G4 - Local Housing Needs	✓			✓
<b>Infrastructure, Services and Facilities</b>				
Policy ISF1 - Sustainable Transport			✓	
Policy ISF2 - Highway Impact			✓	
Policy ISF3 - Rights of Way Network		✓	✓	✓
Policy ISF4 - Infrastructure Provision	✓	✓	✓	✓
Policy ISF5 - Protection of Community Assets	✓	✓	✓	✓
<b>Natural and Built Environment</b>				
Policy NE1 - Local Green Space	✓	✓	✓	✓
Policy NE2 - Protected Settlement Breaks	✓	✓	✓	✓



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# Sustainable Growth



# Sustainable Growth

## 17. Profile of Bury

17.1 The parish of Bury is mostly rural located in the north-western part of Huntingdonshire and lies on the edge of the Cambridgeshire Fens. The village of Bury is located at the western edge of the parish and it lies to the south of Ramsey. Now a single village, Bury still has two distinct parts: the older part of Bury to the east of the Brook and the former settlement of Hepmangrove to the west of the Brook. This area now includes most of the current village and over time some coalescence has taken place with the adjacent town of Ramsey. Bury is a distinct village with a strong community identity which the Neighbourhood Plan seeks to protect.

17.2 The B1040 runs through the village linking Ramsey to the north with Warboys to the south-east. The parish includes most but not all of Upwood Airfield, the remaining parts of the airfield fall within the parishes of Ramsey and Upwood and The Raveleys.

17.3 Cambridgeshire ACRE<sup>9</sup>, on behalf of Bury Parish Council, put together in March 2017 a demographic profile of the parish of Bury. This draws from information available from the census and Cambridgeshire Insight<sup>10</sup>. The key findings were:

- The age profile of the population of Bury has a low representation of people in their 20s and early 30s - Only 12% are aged 20-34 compared with 18% in Huntingdonshire and 21% in Cambridgeshire. This is counter balanced by a higher proportion of older people in Bury compared to averages in Cambridgeshire and England;
- Households in Bury are predominantly couples with or without dependent children;
- Dwelling types and tenures are not mixed - 63% are detached, 80% are owner occupied homes;
- Dwellings are large - 40% are 4+bedrooms compared with 29% in Huntingdonshire;
- Growth in the number of dwellings in Bury from 1991 to 2011 was 22%, this is slightly lower than the 25% growth in Huntingdonshire. There is however a discrepancy with population growth over the

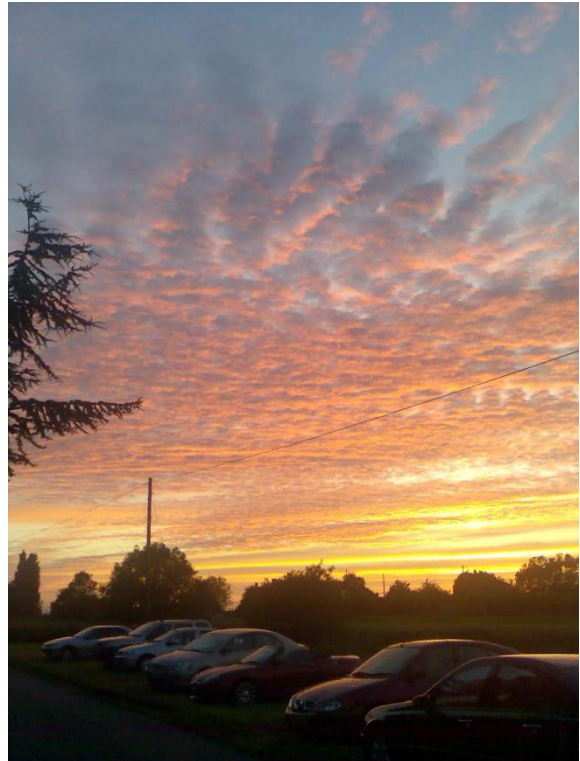


<sup>9</sup> <http://www.cambsacre.org.uk/>

<sup>10</sup> <https://cambridgeshireinsight.org.uk/>

same period in Bury which was 7.4% over the same period - this is believed to be as a result of the loss of service personnel from Upwood Airfield;

- Generally people in Bury work in higher skilled occupations; those working tend to commute out of the village to other parts of Huntingdonshire; other parts of Cambridgeshire; and Peterborough;
- At the 2011 census there were 125 people self-employed in Bury with 132 people mainly working from home;
- The main local employment in Bury is currently within just a handful of businesses dominated by a large pallet maker; and
- Bury experiences low levels of deprivation.



### 18. Strategic Planning Framework

18.1 The adopted strategic policies for Bury are contained in the Huntingdonshire Local Plan to 2036. This forms the strategic planning framework; one of the requirements of a Neighbourhood Plan is that they should be in line with the 'strategic policies' of the adopted development plan for the local area. Paragraph 29 of the NPPF states: *“Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.”*

18.2 In the Huntingdonshire Local Plan to 2036, Bury is part of the ‘Ramsey Spatial Planning Area’ in Policy LP 2 - Strategy for Development.

18.3 The Huntingdonshire Local Plan to 2036 proposes that the ‘Ramsey Spatial Planning Area’ has allocations for 895 homes and 2 hectares of employment land. The allocations in the parish of Bury are as follows:

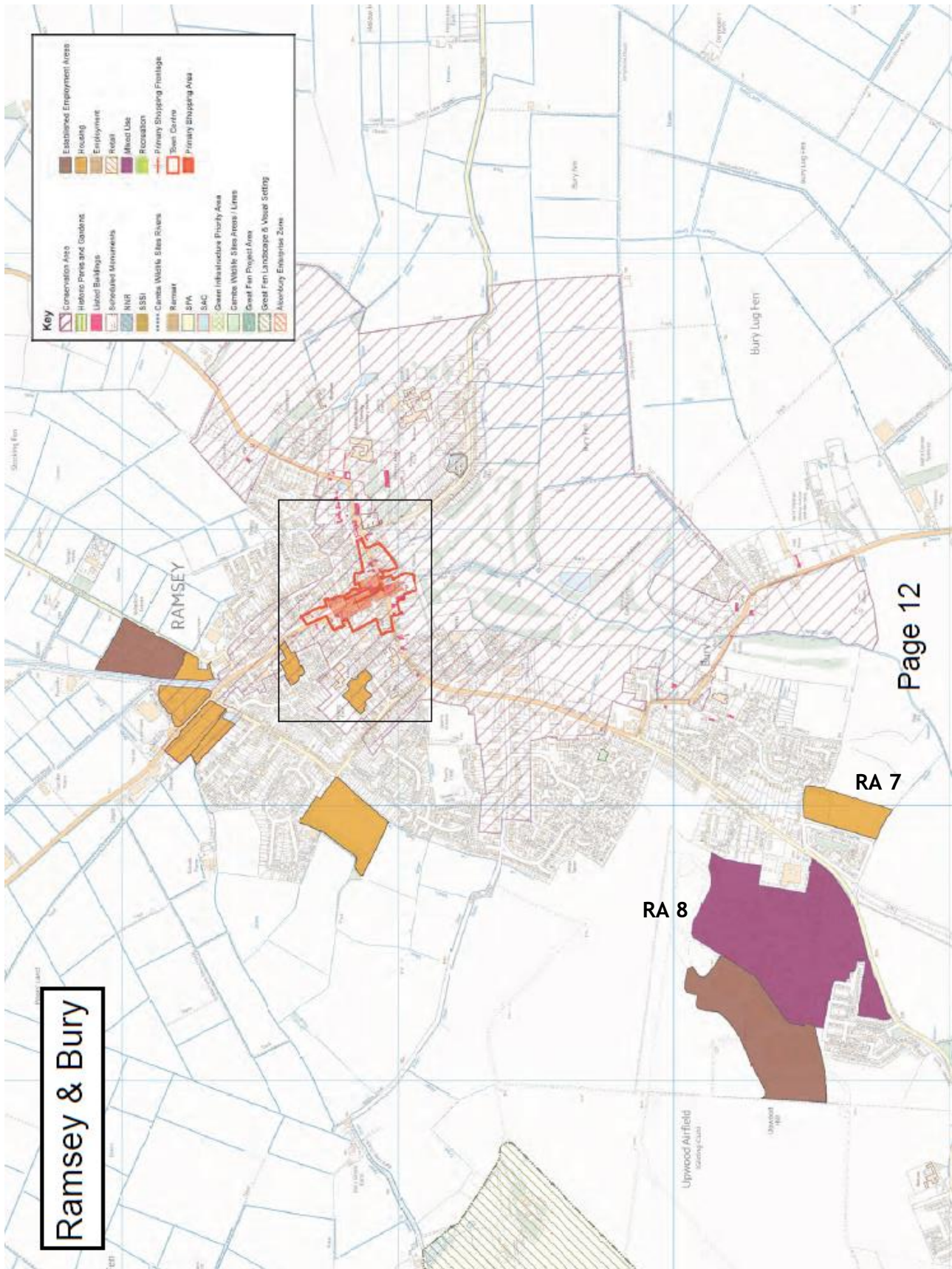
RA 7 - East of Valiant Square (3.6 ha of land is allocated for residential development of approximately 90 homes; and

RA 8 - Former RAF Upwood and Upwood Hill House (25ha of land at the former RAF Upwood and Upwood Hill House is allocated for development for a mix of uses to comprise: 2ha of employment land for business uses (class 'B1'); approximately 450 homes; community facilities appropriate to the scale of development)



18.4 In relation to Policy LP 7 - Spatial Planning Areas the framework for development on unallocated sites, supports development where it is appropriately located within a built-up area of an identified Spatial Planning Area settlement. The Huntingdonshire Local Plan to 2036 goes on to set out a comprehensive definition of ‘built-up area’ in paragraphs 4.84;

4.85; and the table following paragraph 4.85. The Neighbourhood Plan defines the ‘built-up area’ for Bury through use of a settlement boundary.



Extract from Huntingdonshire Local Plan to 2036 Policies Map © Huntingdonshire District Council

### 19. Definition of 'Built-up Area' (Settlement Boundary)

19.1 Bury has seen numerous large scale planning applications coming forward for residential development on greenfield sites which are not allocated. Continued speculative development has the potential to undermine the strategic policies of the Huntingdonshire Local Plan to 2036. It also has the potential to affect the distinctive character and separate identity of Bury as a village. The Huntingdonshire Local Plan to 2036 does not continue the village limits for Bury which were contained in the now superseded Huntingdonshire Local Plan (1995); instead it moves to use of a definition of 'built-up area'. Bury is part of the 'Ramsey Spatial Planning Area' in Policy LP 2 - Strategy for Development. Policy LP 7 - Spatial Planning Areas, supports development where it is appropriately located within a built-up area of an identified Spatial Planning Area settlement.

19.2 For Bury a settlement boundary is proposed to be identified to define the 'built-up area' as referred to in the Huntingdonshire Local Plan to 2036. The settlement boundary of Bury serves a specific purpose in that it is intended to direct the growth of the settlement and enable development to take place in a coherent manner, maintaining the structure and form of the existing settlement geography as the Huntingdonshire Local Plan to 2036 envisages. In addition, the boundary will protect the landscape setting of the village.



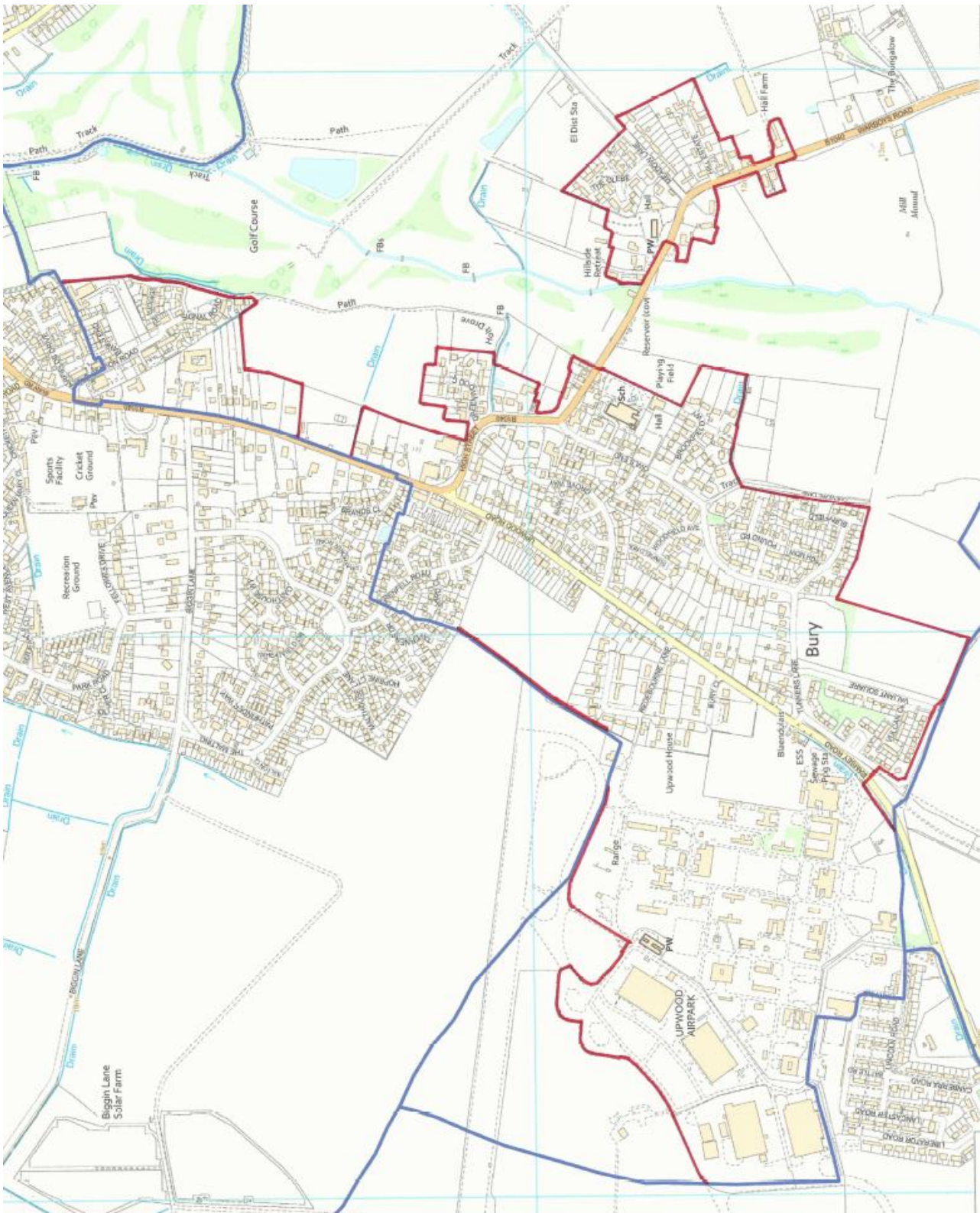
19.3 The Huntingdonshire Local Plan to 2036 sets out a comprehensive definition of 'built-up area'. Regard has been had to this definition in drawing the settlement boundary in this Neighbourhood Plan in order to define the 'built-up area'. The allocations in the Huntingdonshire Local Plan to 2036 have also been included in the settlement boundary; as has land which has been granted planning permission for development. Details of the criteria used to define the settlement boundary in this Neighbourhood Plan is set out in the Settlement Boundary Methodology document.

### Policy G1 - Definition of 'Built-up Area' (Settlement Boundary)

The settlement boundary of Bury is defined on the Map 3; this defines the 'built-up area' for Bury. It serves the purpose of directing the growth of the settlement and protecting the countryside from encroachment.

Within the settlement boundary proposals will be supported on sites not allocated for development where development would not adversely affect the structure and form of the existing settlement and the undeveloped nature of the surrounding rural areas; and would respect its landscape setting.

The land outside of the settlement boundary is considered as countryside outside of the 'built-up area'. Proposals outside the settlement boundary will only be supported for development where it meets the requirements of other policies in the Development Plan or National Planning Policy; such as that which requires a countryside location, agriculture, horticulture or forestry; or are related to community, leisure or recreation. In particular community, leisure or recreation proposals designed to meet the needs of local residents will be supported.



Map 3 - Settlement Boundary © Crown Copyright OS Licence Number 0100055891

Settlement Boundary       Plan Area Boundary

*Note - The Settlement Boundary can only be shown within the area covered by the Bury Neighbourhood Plan. In the Upwood Airfield area the employment and housing allocations in the emerging Huntingdonshire Local Plan to 2036 extends into the adjoining parish of Upwood to the west of the former hangars and south around the Lincoln Road area. The allocations also extend into the adjoining parish of Ramsey to the north at the Air Training Corps Building to the rear of Redebourne Lane.*

## 20. Comprehensive Development of Former Airfield

20.1 The Neighbourhood Plan does not allocate any housing or employment sites for growth. The principal housing allocation for Bury set out in the Huntingdonshire Local Plan to 2036 is the 'Upwood Airfield' site, known as RA 8; which is a mixed use site allocation. Most but not all of site RA 8 lies within the Neighbourhood Plan boundary.

20.2 Given the demographics of Bury there is importance in ensuring that the right mix of housing is provided within the strategic allocation at Upwood Airfield. There is also concern that the delivery of this allocation may take place in a piecemeal manner without proper consideration as to how the redevelopment of the site will integrate into the surrounding area. In consultation 66% of local residents either agree or strongly agree there a need for new homes in the Parish, with 70% agreeing that we need Affordable Houses for those with a local connection.



20.3 To date the former 'Clinic' site within the overall Airfield has been granted full planning permission<sup>11</sup> for 60 dwellings. The 'Clinic' site lies outside of the allocated site RA 8 so is not counted towards the 450 dwellings in that allocation. Also outline planning permission<sup>12</sup> exists on the southern half of the airfield for selective demolition and about 2 hectares of employment (Use Class Order B1 uses) and residential (not more than 160 dwellings). This gives a total of 160 dwellings currently approved out of the envisaged 450 dwellings allocated in the Huntingdonshire Local Plan to 2036.

20.4 Policy RA 8 of the Huntingdonshire Local Plan to 2036 is seeking production of a masterplan for the allocation and sets out a number of policy requirements regarding factors including drainage; contamination; and transport. That policy does not however set out what planning considerations the masterplan should address and the local community is concerned that the current approach is leading to piecemeal development without the holistic approach towards the comprehensive redevelopment of the entire airfield site that is necessary. It is noted that the outline planning permission<sup>13</sup> has a requirement in its planning conditions for a development brief to be produced for the approved site as part of any reserved matters submission. This demonstrates the piecemeal approach to date, this planning condition requirement will need to be balanced against the need to achieve proper planning towards the comprehensive redevelopment of the entire airfield site.



<sup>11</sup> 15/00029/FUL – Granted 23<sup>rd</sup> December 2015 amended by 18/01148/S73 – Granted 28<sup>th</sup> November 2018 and amended further by 18/02636/NMA – Granted 10<sup>th</sup> December 2018

<sup>12</sup> 1201274OUT – Granted 7<sup>th</sup> June 2017

<sup>13</sup> 1201274OUT

- 20.5 Development of the Airfield site will result in Bury effectively doubling in size, as such the community want to ensure through a policy in the Neighbourhood Plan that a comprehensive approach is taken to the former airfield. It is understood that the demolition<sup>14</sup> will involve all existing buildings on the airfield apart from two buildings at the southern end, east of Lincoln Road and a third building in the south-western corner, east of the southernmost hanger.
- 20.6 Without such a policy, it is considered that further ad-hoc development proposals would be difficult to resist and the required infrastructure and balanced development would not be delivered. The concept of this area being planned comprehensively is considered to meet the aims of Policy RA 8 of the Huntingdonshire Local Plan to 2036.

### Policy G2 - Comprehensive Development of Former Airfield

Proposals for development in the 'Former Upwood Airfield' that lies within the parish of Bury (Land west of Upwood Road and Ramsey Road known as Site Allocation RA 8 in the Huntingdonshire Local Plan to 2036) will be supported where they are accompanied by an overall masterplan developed in collaboration with the local community. The masterplan shall where feasible cover the entire site having regard to any extant consents<sup>15</sup> and should illustrate the following aspects:

- How a mix of residential, employment and community uses will be secured and delivered across the site having regard to a balanced approach to enable viable delivery whilst providing locally specific benefits to the community;
- How phasing and co-operation between landowners will be secured and delivered including how site preparation work, demolition, site investigations, contamination remediation, and infrastructure provision are to be programmed;
- Proposals to ensure a well-designed quality residential environment as envisaged in Policy LP 12 of the Huntingdonshire Local Plan to 2036 as part of a sustainable extension to Bury and Upwood;
- The relationship to existing development including proposals to ensure the protection of the living conditions of existing residents; how the existing character of surrounding areas will be retained; and how surrounding uses including those on the overall airfield but outside of the plan area will not be adversely affected;
- Incorporation of suitable measures to ensure the protection of the living conditions of future occupiers from existing and proposed employment development in order to safeguard existing and proposed employment from potential sterilisation arising from nearby residential development;
- Provision of new green infrastructure, open space, ecological corridors and structural landscaping that contributes to amenity; and how this will secure ecological enhancement<sup>16</sup>;
- Provision of on-site community facilities, including how these meet the needs of future residents;
- Impact assessment on off-site infrastructure, services and facilities including the need for additional capacity;
- Sustainable drainage and measures to promote water re-use;
- Internal access and circulation routes including those to/from the employment areas and/or the 'Clinic' site;

<sup>14</sup> Under application 18/80345/COND to discharge planning condition No.6 on 12/01274/OUT

<sup>15</sup> This includes 1201274OUT granted on the 7<sup>th</sup> June 2017

<sup>16</sup> The Natural Cambridgeshire publication '[Developing with Nature Toolkit](https://naturalcambridgeshire.org.uk/projects/developing-with-nature-toolkit/)', seeks to guide developers through the decisions they make with a view to being able to demonstrate enhancement of biodiversity above and beyond mitigation and compensation, so that a net gain is achieved (<https://naturalcambridgeshire.org.uk/projects/developing-with-nature-toolkit/>)



- Highway access links to/from the existing village road network and whether any off-site highway improvements are necessary;
- How a network of footpath and cycle routes can be integrated around the site and how links into the remainder of Bury village and wider afield, as detailed in the Transport Strategy section of the Neighbourhood Plan, can be achieved to promote the use of non-vehicle modes of transport for short journeys;
- Accessibility to existing public transport (bus) provision and how opportunities to develop additional public transport (bus) provision can be incorporated to promote the use of non-vehicle modes of transport; and
- How the proposed housing mix relates to the local housing need identified in the Bury Housing Needs Survey; including consideration of starter homes, affordable housing, family housing, smaller homes, housing for the elderly and self-build housing.

### 21. Community Engagement

21.1 The Neighbourhood Plan area is due to undergo a significant level of change. The local community wishes to encourage developers to proactively engage in community engagement with the Parish Council and local residents. There is a limited range of applications for which compulsory pre-application community engagement is required. Through the Neighbourhood Plan proactive community engagement is encouraged, this is considered to be in the best interests of both those proposing development and the local community that wants to help ensure that appropriate growth and development is secured.

#### Policy G3 - Community Engagement

Developers considering making proposals for major<sup>17</sup> development within Bury should contact Bury Parish Council at the earliest opportunity to discuss how pre-application community engagement can be undertaken.

Bury Parish Council will work with developers to facilitate effective and proactive community engagement and to ensure that the requirements of this Neighbourhood Plan are taken into consideration.

Proposals for development which are accompanied by a community engagement report that details how the outcome of the pre-application community engagement has been taken into account in the scheme submitted will be particularly supported.

### 22. Local Housing Needs

22.1 The Parish Council has commissioned a local housing needs survey which was undertaken by Cambridgeshire Acre. The survey was undertaken during February and March 2019 and the results have been collated. The survey will be used to help inform the provision of affordable housing on sites within the Neighbourhood Plan area. Affordable housing targets are set out in Policy LP 24 Affordable Housing Provision in the Huntingdonshire Local Plan to 2036. In aggregate, from the local housing needs survey, there are 29 households identified as being

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<sup>17</sup> 'major development' in terms of this policy means development of 10 or more dwellinghouses (or a site having an area of 0.5 hectares or more where dwelling numbers are not known); the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or any development carried out on a site having an area of 1 hectare or more

## Bury Village Neighbourhood Plan

in need of affordable housing who either live in, or have a local connection to, Bury. These 29 households can be broken down as requiring affordable housing as follows:

1 bed		2 bed		3 bed		4 bed		5+ bed		Total
F/H	B	F/H	B	F/H	B	F/H	B	F/H	B	
8	2	9		8		2				29

Extract from Housing Need Survey Results Report for Bury (Cambridgeshire Acre)

Key: F/H - Flat/House; B - Bungalow

22.2 In addition Policy LP 28 Rural Exceptions Housing in the Huntingdonshire Local Plan to 2036 supports a proposal for housing on a site well-related to a built-up area, as an exception to the requirements of relevant policies. This is another mechanism to deliver affordable housing which meets local needs. In the future if affordable housing to meet local needs is not being delivered the Parish Council will consider the option of a Neighbourhood Development Order, which is a tool which grants planning permission for development that the community wants to see in their area.

22.3 Policy LP 28 envisages that at least 60% of the net site area on a rural exceptions site should be affordable housing. Policy LP 28 envisages that the remaining 40% of the net site area can be open market housing or self-build and custom housing. Policy LP 25 of the Huntingdonshire Local Plan to 2036 supports the provision of self-build and custom housing. Huntingdonshire District Council is required to maintain a [Custom and Self-build Register](#)<sup>18</sup> which assists in demonstrating need for such housing.



22.4 Given that the majority of housing in Bury is to be provided on sites of a scale likely to be delivered by larger housebuilders there is likely to be limited options to provide self-build and custom housing. Such individual housing provision can assist in allowing local residents who need alternative housing as their needs change to remain within the community. Consequently where a rural exceptions site is provided the remaining 40% of housing should be prioritised for self-build and custom housing.

### Policy G4 - Local Housing Needs

Proposals will be supported where the housing mix reflects the local housing need in Bury as demonstrated through the Bury Housing Needs Survey or successor document or other suitable local evidence.

A proposal for rural exceptions housing where it meets the requirements of the Huntingdonshire Local Plan to 2036 will be supported where at least 60% of the net site area is for affordable housing which has a housing mix that reflects the local housing need in Bury as demonstrated through the Bury Housing Needs Survey or other suitable local evidence. The remaining up to 40% of the net site area should be prioritised for the provision of plots for self-build and custom housing aimed at meeting local needs.

<sup>18</sup> <https://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/monitoring-research-and-evidence-base/custom-and-self-build-homes/>

# Infrastructure, Services and Facilities



### 23. Sustainable Transport

23.1 Local planning policy recognises that Bury, Ramsey and the surrounding area has relatively poor transport infrastructure, being well off the primary road network and relatively remote. Its comparatively limited services, facilities and employment opportunities make it a less sustainable location in terms of travel than some of the other market towns in Cambridgeshire.

23.2 Bury along with Ramsey and the surrounding villages is classed as a rural area, there are high levels of car ownership and reliance on the car to maintain access to key services. In addition, high house prices and lack of affordable housing has led to more people travelling further to work, with the average length of commute in Bury and Ramsey greater than the national average. Access to employment, education and services can be a real challenge without a car in rural areas.

23.3 The Huntingdonshire Local Plan to 2036 contains Policy LP 16 which indicates that new development will be expected to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by sustainable travel modes.

23.4 Access to high quality public transport is known to be hugely beneficial to improving access to services for those members of society who cannot, for a variety of reasons, access a car. This is particularly acute in rural areas such as Bury where distances between households and services are often large, making walking and cycling less practical than in urban areas. Bury is reliant upon Ramsey for many higher order services and facilities.



23.5 The main location for growth in Bury at Upwood Airfield is somewhat distant from those higher order services and facilities in Ramsey so new opportunities for walking and cycling are required to promote non-vehicle modes of transport. Upwood Airfield is also less well served by public transport and low population densities make service provision economically unjustifiable. Poor access to key services can lead to areas of social exclusion and deprivation. Therefore, the Neighbourhood Plan contains a transport strategy that will seek to support where possible other strategies and schemes that are aimed at improving services to the area, with an acknowledgement that this would be desirable and providing a policy basis for future improvements. These could include local Partnerships of Parish/Town Councils and local community organisations.

23.6 Huntingdonshire District Council and the Cambridgeshire and Peterborough Combined Authority are to produce the upcoming Ramsey Prospectus for Growth which is part of a district-wide proposal to promote growth and economic development within the Huntingdonshire market towns. This could provide further information to applicants especially in relation to safer pathways into Ramsey from other settlements including Bury as identified in the transport strategy section below; and may indicate potential funding sources.

23.7 The Neighbourhood Plan can support these ambitions and promote sustainable transport modes such as public transport, walking and cycling. It seeks to move away from the use of private car to help tackle climate change, pollution and congestion. Many routes within Bury, particularly around the village are already at or close to capacity in peak times and managing travel demand must form a key part of the approach to transport planning.

23.8 Bus services<sup>19</sup> available within Bury are limited, of these services only number 31 currently passes the Upwood Airfield, the remainder pass along the B1040. The bus services do not generally suit the requirements for work commuting. The services available are as follows:

- 21 - St Ives - Earith - Somersham - Ramsey (Operated by Dews Coaches)
- 30 - Huntingdon - RAF Wyton - Warboys - Ramsey (Operated by Stagecoach)
- 31 - Peterborough - Whittlesey - Ramsey (Operated by Stagecoach)
- A - Trumpington - Central Cambridge - Longstanton - St Ives [note this service runs to Ramsey in the morning and evening peak] (Operated by Stagecoach)

23.9 Community transport services<sup>20</sup> within Bury include the following:

- [Huntingdonshire Association for Community Transport](#)<sup>21</sup> - Offers regular 'Ring-and-Ride' services into Huntingdon, Peterborough, St Ives and St Neots, plus frequent trips to other destinations and places of interest, including excursions and pub lunches;
- Ramsey, Warboys & District Volunteer Centre - For residents of Ramsey, Warboys, Bury, Upwood, Broughton and area for social and medical purposes, i.e. GP surgery appointments, opticians, dentists, picking up prescriptions, visiting friends, and shopping. Can undertake journeys to visit friends and family in hospital and outpatient department appointments; and
- Rural Hoppa Services - [Ramsey & District Community Bus Association](#)<sup>22</sup> run three weekly "Rural Hoppa" services into Ramsey and Huntingdon. These services are open to members of the public (there is no membership), and bus pass holders can use their passes on Rural Hoppa services for discounted journeys. RH2 (Fridays only) Upwood - Bury - Ramsey; RH3 (Thursdays only) Upwood - The Raveleys - Wood Walton - The Riptons - Broughton - Huntingdon; and RH5 (Fridays only) Ramsey - Mereside - Pondersbridge - Forty Foot - Ramsey.



### Policy ISF1 - Sustainable Transport

Development proposals will be supported where they demonstrate how opportunities for the use of sustainable modes of transport are maximised. This should be achieved through maximising the potential for cycling and walking throughout the site; provision of safe crossings; secure cycle storage in public places, workplaces and in new dwellings; and linkages through to adjacent sites and existing parts of Bury and further afield including Ramsey. Where a proposal will have a significant impact on the existing transport network this would be best demonstrated through a transport assessment.

<sup>19</sup> [https://www5.cambridgeshire.gov.uk/site/custom\\_scripts/bus\\_timetable\\_by\\_location.aspx?Loc=Bury](https://www5.cambridgeshire.gov.uk/site/custom_scripts/bus_timetable_by_location.aspx?Loc=Bury)

<sup>20</sup> <http://www.huntingdonshire.gov.uk/people-communities/community-transport/>

<sup>21</sup> <http://www.hact-cambs.co.uk/>

<sup>22</sup> <http://ramseybus.org.uk/>

Development proposals should include recreational routes for pedestrians which link into existing and proposed green infrastructure in order to contribute to health and well-being.

In all proposals consideration should be given to how the development can contribute the delivery of the transport strategy set out in the Neighbourhood Plan below; including how they can contribute to the provision of a network of walking and cycling linkages to the key services & facilities in the centre of Bury village including the Shop, Primary School, Village Hall, Play Area and Recreation Ground.

Development proposals should demonstrate how they ensure accessibility to existing public transport and community transport provision. Development proposals will be supported where they secure improvements to public transport provision such as waiting facilities, raised kerbs, signage and real time information systems.

### 24. Transport Strategy

24.1 Consultation has highlighted the need for measures to improve public transport and communications to serve the village including bus services, community transport, school transport, and access to rail services. The Parish Council will work with Cambridgeshire County Council and local bus operators to try and secure improvements in public transport provision. The [Cambridgeshire Long Term Transport Strategy](#)<sup>23</sup> (LTTS) forms part of the [Cambridgeshire Local Transport Plan](#)<sup>24</sup> and contains more detail on the major transport schemes and services that may be needed to support housing growth and the local economy up to 2031. One of the highlights of the LTTS is the development of a more comprehensive network of cycling and walking links to and from key destinations around the county.

24.2 In May 2017, a Mayor was directly-elected and the Cambridgeshire and Peterborough Combined Authority (CPCA) was formed as part of the devolution deal agreed with Central Government. The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan. While a new CPCA Local Transport Plan is being prepared for the CPCA area, an interim document - an amalgamation of Cambridgeshire County Council and Peterborough City Council's Local Transport Plans - was adopted by the CPCA in June 2017 as single plan for the whole area. Consultation on the new CPCA Local Transport Plan is scheduled to end in September 2019.



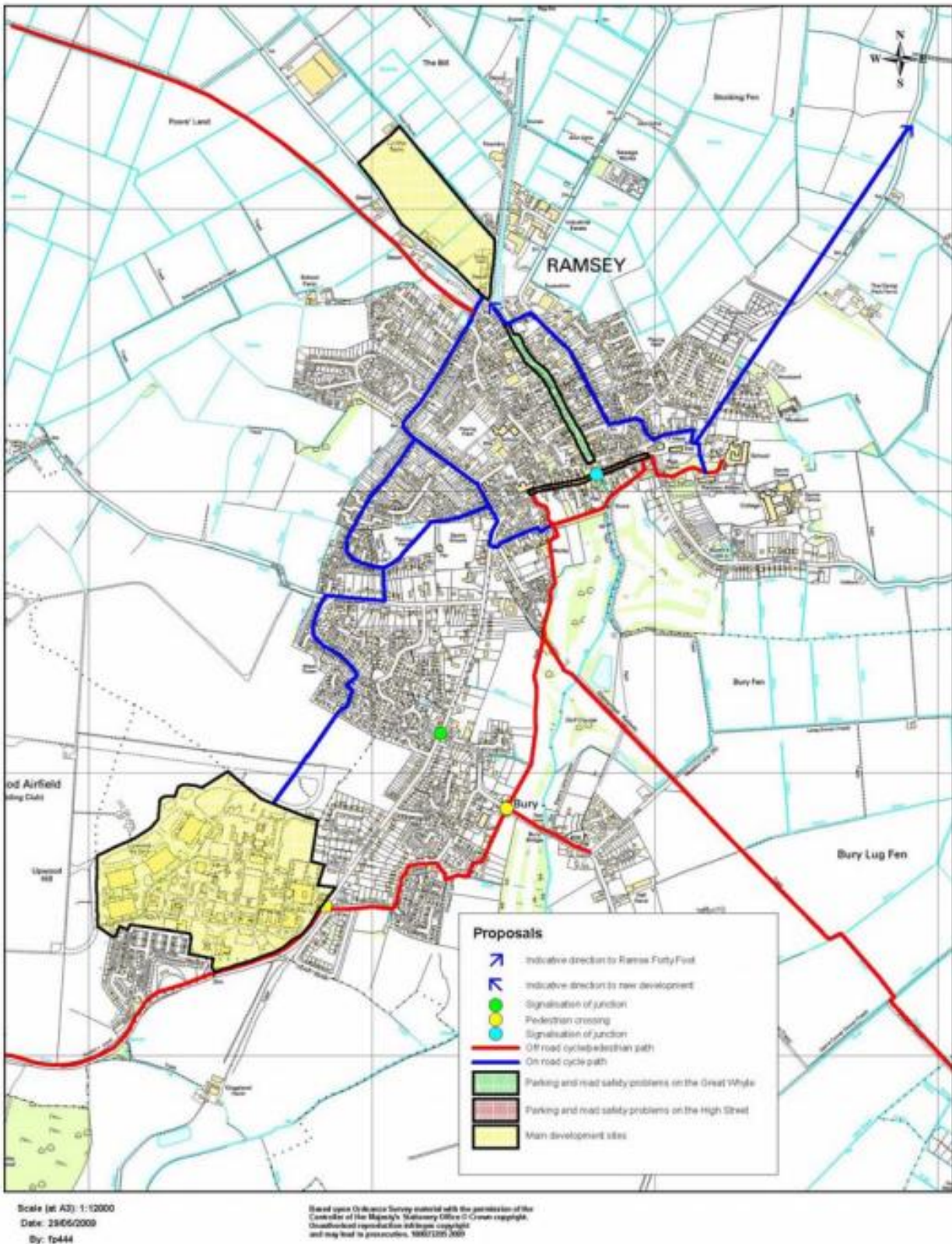
24.3 The County Council has produced area specific [transport strategies](#)<sup>25</sup> for all of the market towns in Cambridgeshire. Each market town strategy aims to provide a five year programme of transport improvements and support the Local Transport Plan objectives and contribute towards the prosperity and wellbeing of each town. They were written in partnership with the district councils. These market town strategies are gradually being replaced with district wide transport strategies that cover both the market towns and rural areas in each of the five Cambridgeshire Districts. Transport strategies for Huntingdonshire and Fenland are

<sup>23</sup> <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/long-term-transport-strategy/>

<sup>24</sup> <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>

<sup>25</sup> <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/market-town-transport-strategies/>

currently under development and, once approved, will replace the market town strategies in those districts. At present however the [Ramsey Market Town Transport Strategy](#)<sup>26</sup> (2010) remains in place, notwithstanding its name it actually covers Ramsey, Bury, Upwood and the Raveleys, Wistow and Worboys.



Extract from Ramsey Market Town Transport Strategy © Cambridgeshire County Council

<sup>26</sup> [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/RTP-Ramsey\\_Market\\_Town\\_Transport\\_Strategy.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/RTP-Ramsey_Market_Town_Transport_Strategy.pdf?inline=true)

- 24.4 The [Cambridgeshire Transport Investment Plan](#)<sup>27</sup> (TIP) sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. The schemes included in the TIP are those that the County Council has identified for potential delivery to support growth. These range from strategic schemes identified through the County Council's transport strategies, to those required to facilitate the delivery of Local Plan development sites for which Section 106 contributions will be sought, through to detailed local interventions.
- 24.5 Consultation has confirmed that traffic management is a major concern for most residents. The volume and speed of traffic are perceived to be outside the control of residents. The road network is already busy and this can lead to difficulties in using non-car borne methods of transport.
- 24.6 The Parish Council has developed a transport strategy and will work with Huntingdonshire District Council and Cambridgeshire County Council to explore the options that may be available to address traffic management in the village.
- 24.7 Local planning policy recognises that Ramsey and the surrounding area has relatively poor transport infrastructure, being well off the Primary road network and relatively remote. Its comparatively limited services, facilities and employment opportunities make it a less sustainable location in terms of travel than some of the other market towns in Cambridgeshire.
- 24.8 Ramsey and the surrounding villages is classed as a rural area, there are high levels of car ownership and reliance on the car to maintain access to key services. In addition, high house prices and lack of affordable housing has led to more people travelling further to work, with the average length of commute in Ramsey greater than the national average<sup>28</sup>. Access to employment, education and services can be a real challenge without a car in rural areas. The strategy recognises that the private car will often be the most viable option for many journeys. However, for those without access to a car, the bus and community transport network is vital
- 24.9 The strategy will seek to:
- Support sustainable growth across the Ramsey Spatial Planning Area;
  - Consider longer term aspirations in support of sustainable growth to 2036 and beyond;
  - Improve accessibility to employment and key services; and
  - Encourage sustainable alternatives to the private car, bus, walking and cycling, car sharing
- 24.10 Therefore the strategy needs to address:
- Developing services designed by local communities that meet their needs;
  - Ensuring services provide best value for money;
  - Better integrating health, education and social services transport;
  - Demand Responsive Transport (DRT) such as Dial a Ride, including timetabled services at peak times;
  - Taxi sharing schemes; and
  - Community/voluntary car schemes
- 24.11 Road safety is an important issue in all areas, however small rural towns such as Bury often have different problems to larger towns or extended urban areas. Modes such as cycling and

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<sup>27</sup> <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan/>

<sup>28</sup> As identified in the Ramsey Market Town Transport Strategy 2010



walking are often proportionately more dangerous as rural roads linking villages are frequently fast and narrow, often lacking lighting and footpaths. This can discourage use of sustainable transport and contribute to higher levels of car use.

24.12 Problems with personal safety were raised by both the Bury Neighbourhood Plan survey and PC members. A general feeling of poor safety can also result in increased social exclusion, particularly of the very young and the older community, as other “safer” modes may not be available to them. This results in people making fewer trips and accessing services less frequently. This can be a particular issue with health care. Improving road safety would therefore enhance the quality of life of some of the most vulnerable members of the community.



24.13 **Road Safety Schemes** to be explored are (Note - the costings in the following table is derived originally from Cambridgeshire County Council in the [Ramsey Market Town Transport Strategy](#)<sup>29</sup> which the Parish Council has sought to bring up-to-date as far as possible):

The Problem	Scheme	Impact	Cost
Poor pedestrian safety crossing Upwood Road	Installation of a crossing to aid both pedestrians and cyclists to cross the road safely. It will also link in with the off road cycle path along Upwood Road	Improved safety for pedestrians and cyclists and potential increase in uptake of sustainable travel	£70,000 -£90,000
High Street - poor safety for pedestrians and cyclists	The exact nature of this scheme will depend on the outcome of design work. It will be aimed at improving the environment for pedestrians and cyclists while keeping traffic speeds low and reducing the number of accidents	Improved environment for pedestrians and cyclists, lower accident rates and increased uptake of sustainable transport modes	Unknown at present time

24.14 There is a strong perception in the Village that HGV speeds, particularly on the Upwood Road and High Street, are excessive. It is possible that this is due to the confined nature of the space causing speeds to seem higher than they are. Further work would need to be carried out to define whether there is a significant problem and what would be the best approach for dealing with it.

24.15 **Traffic Management Schemes** to be explored are (Note - the costings in the following table is derived originally from Cambridgeshire County Council in the [Ramsey Market Town Transport Strategy](#)<sup>30</sup> which in this case the Parish Council has not been able to update):

<sup>29</sup> [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey\\_Market\\_Town\\_Transport\\_Strategy.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey_Market_Town_Transport_Strategy.pdf?inline=true)

<sup>30</sup> [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey\\_Market\\_Town\\_Transport\\_Strategy.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey_Market_Town_Transport_Strategy.pdf?inline=true)

Problem	Scheme	Impact	Cost
Upwood Road / Bury Road junction	Signalisation or installation of a roundabout	Improve the traffic flow at this junction and reduce the probability of accidents occurring	£200,000
Perceived high HGV speeds on the B1040 High Street and the Upwood Road, Speed measurement work to define the problem and potential issues	Speed measurement work to define the problem and potential mitigation measures if it is proven there is one	Improved environment for other road users	Dependent on measures employed

24.16 The main problems concerning access to the school in Bury are focussed on parking and safety. The consultation Survey BNVP conducted was that congestion generated by the school run was cited as a concern, as was the safety of children cycling to Bury School along the High Street. It should be noted that many of these problems are likely to be reduced by schemes set out in the above strategy.



24.17 Increasing cycling and walking will help achieve the objectives of the strategy Plan, increased use of these modes also aids the progress of the health agenda and helps reduce congestion on the road network. They are also non-income dependent and so help reduce the isolation and social exclusion which can be a problem for those on low incomes. They are however subject to concerns of personal safety with regards to road accidents and crime.

24.18 Current provision for pedestrians and cyclists is not significant. There are a number of footpaths that pass through the village, including footpaths, in the centre of the village are poor, with the High Street being a particular example. Narrow streets and on street parking also make cycling difficult and increase the feeling of danger, particularly for young people travelling to school. The strategy therefore includes a number of routes for cyclists and pedestrians which will enhance their safety and provide faster routes to main destinations. This will involve a combination of on and off road paths forming a network around the village. The paths reflect the ideas raised by consultation.



24.19 **Walking and Cycling Schemes** to be explored are (Note - the costings in the following table is derived originally from Cambridgeshire County Council in the [Ramsey Market Town](#)

[Transport Strategy](#)<sup>31</sup> which the Parish Council has sought to bring up-to-date as far as possible):

Problem	Scheme	Impact	Cost
Lack of cycling infrastructure	Off-road path from Upwood School to the High Street and Abbey School.	A safe route that travels the length of the village without use of busy roads should help increase the uptake of cycling and walking as well as improve safety for those who already use these modes	£1,250,000
	Improvement of the existing right of way including better surfacing and installation of a pedestrian crossing over Bury Road where it intersects the path potentially linking in with the RAF Upwood development an on-road signed route through the Maltings to Ramsey High Street	Provide cyclists with an alternative route from Upwood Road and the High Street, both of which are busy	£450,000
Cycle Information	Provision of up to date information on the paths in and around Ramsey	Increasing awareness of the paths and providing route information will help encourage greater use	£10,000

## 25. Highway Impact

- 25.1 Traffic has been identified as a major issue of concern to the parish residents in consultation that has been undertaken. It is the volume and speed of traffic that are the primary concerns; the safety of pedestrians and cyclists, air pollution and noise pollution are also issues. The impact of traffic on life in Bury cannot be overstated. It is an aim of the Neighbourhood Plan to deliver improvements to the pedestrian environment through new development. In consultation 80% of local residents thought the major issue was the speed of traffic.
- 25.2 The Huntingdonshire Local Plan to 2036 contains Policy LP 16 on Sustainable Travel and Policy LP 17 on Parking Provision and Vehicle Movement. This latter policy indicates that proposals must incorporate adequate parking for vehicles and cycles. Advice on parking arrangements is contained in the Huntingdonshire Design Guide [SPD](#) (2017)<sup>32</sup>.
- 25.3 Policy ISF1 sets out a proactive policy to promote sustainable transport options. The Transport Strategy identifies that road safety is an important issue in Bury and problems with personal safety were raised through public consultation including in the Bury Neighbourhood Plan survey. The Transport Strategy sets out a number of schemes which the Neighbourhood Plan is looking to explore and secure for the benefit of the local community, both existing and future residents.

<sup>31</sup> [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey\\_Market\\_Town\\_Transport\\_Strategy.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-Ramsey_Market_Town_Transport_Strategy.pdf?inline=true)

<sup>32</sup> <http://www.huntingdonshire.gov.uk/media/2573/huntingdonshire-design-guide-2017.pdf>

25.4 Improving road safety would therefore enhance the quality of life of some of the most vulnerable members of the community. Unfortunately, traffic management is not an issue over which the Parish Council have direct control. Most of the traffic originates outside the parish. As a consequence, traffic management cannot be easily addressed by this Neighbourhood Plan. However, the Neighbourhood Plan contains a transport strategy in the previous section that will seek to support road safety improvements around the plan area.

25.5 As part of the overall approach the Neighbourhood Plan can support these wider ambitions and ensure that new development does not adversely affect the highway network or that where it does contributions through a Planning Obligation address the impacts. A Planning Obligation can only be sought where it meets the relevant tests; namely: it is necessary to make the development acceptable in planning terms; is directly related to the development; and is fairly and reasonably related in scale and kind. In some cases Cambridgeshire County Council is seeking more direct off-site delivery of highway improvements; i.e. rather than paying the County Council a fee the developer will undertake the works in the highway directly. As such in some cases a planning condition may be the appropriate implementation measure. In some cases Community Infrastructure Levy monies will cover highway improvements.



25.6 The policy includes reference to the storage and collection of refuse bins as where insufficient on-site provision is made this can result in a highway impact. This impact involves bins blocking pedestrian use of footways that can lead to pedestrian and vehicle conflict. The Cambridgeshire RECAP [Waste Management Design Guide SPD](#)<sup>33</sup> sets out advice on access, maximum travel distances, number of bins per property type etc. and take into account the Council's Waste Collection Policies. The policy looks to provide the opportunity for developers to promote alternative or innovative methods of storage such as underground bin storage, for example on larger sites if viability and operational practicalities support this approach in a development. Alternative or innovative methods of storage could have the added benefit of improving the visual aspects of recycling and waste management for the benefit of the community, particularly where smaller dwellings are concentrated and the provision of wheeled bins may be less desirable.

### Policy ISF2 - Highway Impact

Proposals will be supported where they would not adversely affect the local highway network. Where proposals would negatively impact on the local highway network, contributions will be sought, where appropriate, through a Planning Obligation or planning condition in order to minimise and mitigate those impacts associated with the development.

<sup>33</sup> <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/recap-waste-management-design-guide/>

Any new development which involve alterations to existing highways and the provision of new highways would be supported where it meets the following design criteria:

- Provide suitable measures to accommodate traffic (including at peak times)<sup>34</sup>;
- Improve the safety and attractiveness of the street scene; and
- Integrate appropriate traffic-calming measures within the development.

Development should incorporate adequate dedicated on-site provision for parking within the curtilage of properties or in parking courts or similar. Development proposals which would result in the displacement of existing off-street parking provision to on-street parking will not be supported. Proposals that incorporate car-free areas such as play streets would be supported.

New development should incorporate adequate on-site provision for the storage and collection of refuse bins. Where appropriate refuse collection storage should be screened and be easily accessible to the collection point. Where developers want to promote alternative or innovative methods of storage such as underground bin storage where viability and operational practicalities this would be supported; particularly where this improves the visual aspects of recycling and waste management for the benefit of the community.

### 26. Rights of Way Network

26.1 Bury covers a large area of countryside and as a consequence it benefits from an extensive and well-used rights of way network. These connect the different parts of the village and provide important links to local services and facilities. They also contribute to the recreational value of many of the Local Green Spaces designated under Policy NE1.

26.2 An effective rights of way network provides a dual role for recreation and for sustainable travel. Their recreational use makes an important contribution to health and well-being. The areas allocated for housing are distant from the main services and facilities in Bury and that the village also relies on Ramsey to provide a number of higher order services and facilities. As such the rights of way network contributes to accessibility and providing the opportunity for sustainable travel using non-vehicle modes. The Neighbourhood Plan looks to improve and extend the rights of way network, some specific proposals are detailed in the transport strategy.



26.3 Current provision for pedestrians and cyclists is not significant. There are a number of footpaths and footways that pass through the village, including footways in the centre of the village that are narrow and/or are in poor quality, with the High Street being a particular example. Narrow streets and on street parking also make cycling difficult and increase the feeling of danger, particularly for young people travelling to school. The transport strategy in the Neighbourhood Plan therefore includes a number of routes for cyclists and pedestrians which will enhance their safety and provide faster routes to main destinations. This will involve a combination of on and off road paths forming a network around the village. The paths reflect the ideas raised by consultation and support for schemes that help to deliver these are referred to in the policy below.

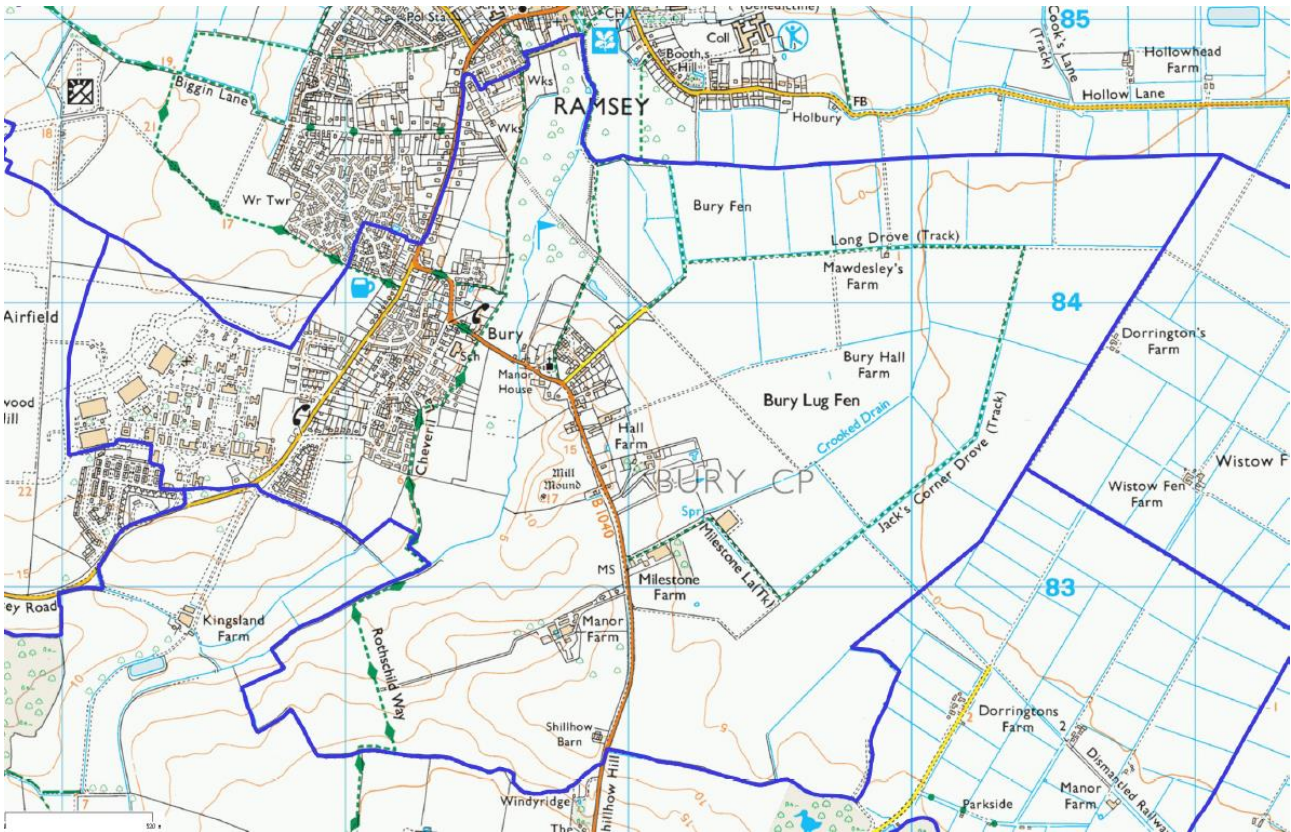
<sup>34</sup> Identified improvement projects and their sources can be found in paragraphs 24.13 and 24.19 and associated tables

26.4 The Rothschild Way is a footpath extending to Woodwalton Fen from Wicken Fen commemorating the early wildlife conservation work of Charles Rothschild. It is 39 miles in length and is recognised as a long distance route, it runs through Bury.

### Policy ISF3 - Rights of Way Network

Measures to support and improve green infrastructure across Bury through the improvement of the existing network of public rights of way and proposals to extend the network of public rights of way will be supported where this does not result in harm to ecology or landscape character. In particular schemes that contribute to the delivery of the following proposals from the Neighbourhood Plan transport strategy would be supported:

- Off-road path from Upwood School to the High Street and Abbey School, improvement of the existing right of way including better surfacing and installation of a pedestrian crossing over Bury Road where it intersects the path;
- On-road signed route through the Maltings to the High Street, potentially linking in with the RAF Upwood development.



Map 4 - Rights of Way in Bury © Crown Copyright OS Licence Number 0100055891

- Footpath
- Bridleway
- ◆◆◆ Recreational route

## 27. Health and Education Provision

27.1 The provision of health services was a concern highlighted by many residents, and the delivery of new housing can help to influence the provision of such facilities. Residents in

## Bury Village Neighbourhood Plan

Bury largely rely upon the primary healthcare facilities in Ramsey at Ramsey Health Centre<sup>35</sup> or Rainbow Surgery<sup>36</sup> (Part of Fenland Group Practice). Moat House Surgery<sup>37</sup> at Warboys also covers Bury. Dental provision is available in Ramsey at Ramsey Dental Surgery<sup>38</sup> and at mydentist at Warboys<sup>39</sup>.

27.2 As at September 2018 the position regarding primary healthcare in Ramsey and Warboys is as follows<sup>40</sup>:

### Doctors

Location	Name of practice	Address	Registered Patients	Doctors
Ramsey	Ramsey Health Centre	Mews Close, Whytefield Road, Ramsey PE26 1BP	7,142 (Accepting new patients)	6
Ramsey	Rainbow Surgery p/o Fenland Group Practice	1B Stocking Fen Road, Ramsey PE26 1SA	Not accepting new patients	2
Warboys	Moat House Surgery	Beech Close, Warboys PE28 2RQ	6,633 (Accepting new patients)	5

### Dentists

Location	Name of practice	Address	Registered Patients	Dentists
Ramsey	Ramsey Dental Surgery	2 High Street, Ramsey, PE26 1AE	Not accepting new patients	5
Warboys	mydentist	60 Mill Green, Warboys, Huntingdon PE28 2SB	Accepting new patients	5

27.3 At present the local GP provision is able to meet the recommended guidelines for doctor to patient ratios. However, as Bury grows alongside Ramsey, Warboys and surrounding villages the GP Practices will need to employ more staff, and will also require additional space for them to allow them to develop enhanced services to improve healthcare.

27.4 Bury has a primary school, Bury Church of England Primary School<sup>41</sup>. This school was founded in about 1845 on land in Bury High Street, in 1970 it was rebuilt and was expanded in 1992

<sup>35</sup> <https://www.ramseyhealthcentre.co.uk/>

<sup>36</sup> <https://www.rainbowsurgery.co.uk/index.aspx>

<sup>37</sup> <http://www.moathousesurgery.co.uk/index.aspx>

<sup>38</sup> <https://www.ramseydentalsurgery.co.uk/>

<sup>39</sup> <https://www.mydentist.co.uk/dentists/practices/england/east-of-england/huntingdon/60-mill-green>

<sup>40</sup> Primary healthcare needs and capacity can be obtained by contacting the Cambridgeshire and Peterborough Clinical Commissioning Group

<sup>41</sup> <https://www.bury.cambs.sch.uk/website>

and in 2003-2004. Other primary school provision is available in Ramsey and Upwood. Secondary school provision is available at Abbey College in Ramsey.

27.5 As at September 2018 the position regarding education provision in and around Bury is as follows<sup>42</sup>:

**Primary Education**

Location	Name of school	Address	Students on roll	Capacity
Bury	Bury CofE Primary School (4-11)	Owls End, Bury PE26 2NJ	191	210
Ramsey	Ramsey Junior (7-11)	Station Road, Ramsey PE26 1JA	220	355
Ramsey	Ramsey Spinning Infants (5-7)	High Street, Ramsey PE26 1AD	173	270
Upwood	Upwood Primary Academy (5-11)	Huntingdon Road, Upwood PE26 2QA	189	210

**Secondary Education**

Location	Name of school	Address	Students on roll	Capacity
Ramsey	Abbey College (11-18)	Abbey Road, Ramsey, PE26 1DG	986	1,260

27.6 At present there is capacity at primary school level in all local schools. The schools at Bury and Upwood are the closest to the strategic allocation at Upwood Airfield and are therefore the schools most likely to be affected. The Huntingdonshire Developer Contributions Supplementary Planning Document (SPD) 2011<sup>43</sup> identifies in Table 7 the ratios to be used to calculate pupil generation from new housing. The SPD is currently under review so a successor document may apply during the lifetime of this Neighbourhood Plan. In responding to recent planning applications<sup>44</sup> the general multiplier ranges that have used by Cambridgeshire County Council as the Education Authority are:

- 30 early years places (0-4 year olds) per 100 new dwellings;
- 40 primary age children places (4-10 year olds) per 100 dwellings; and
- 25 secondary pupils (11-15 year olds) per 100 dwellings.



<sup>42</sup> Educational need and capacity figures can be obtained by contacting Cambridgeshire County Council

<sup>43</sup> <http://www.huntingdonshire.gov.uk/media/1127/developer-contributions-spd.pdf>

<sup>44</sup> 18/02596/OUT – Consultation Response titled ‘Emerging education Requirements 27.03.19’



27.7 Based on these multipliers the planned allocations in Bury in the Huntingdonshire Local Plan to 2036 alongside other planned allocations in the school catchment areas; together with existing and potential commitments will result in the following impacts according to Cambridgeshire County Council:

- A shortfall of around 68 early years (0-4 year olds) places will occur;
- Bury Primary School is expected to not have capacity by 2022/23 so additional capacity for primary age children (4-10 year olds) will be required; and
- Abbey College is expected to not have capacity by 2022/23 so additional capacity for secondary pupils (11-15 year olds) will be required.

27.8 The estimated number of primary aged pupils from planned development across the planned period is likely to far exceed the collective current capacity of places available in the Bury and Upwood primary schools. However the current capacity of places available in the Ramsey infant and junior schools may assist in meeting some of the overall demand; dependent upon the levels of overall housing built across their catchments. The [Infrastructure Delivery Plan](#)<sup>45</sup> supporting the Huntingdonshire Local Plan to 2036 identifies the elements of educational provision required to support growth over the plan period.



27.9 The estimated number of secondary aged pupils could not be met within the current capacity of places available in Ramsey at Abbey College; again this is also dependent upon the levels of overall housing built across the overall wider catchment. Education capacity fluctuates over time and the Neighbourhood Plan needs to be sufficiently flexible to account for circumstances where demand might outstrip capacity.

## 28. Infrastructure Provision & Developer Contributions

28.1 The Huntingdonshire Developer Contributions [SPD](#)<sup>46</sup> sets out the need to secure infrastructure and developer contributions from new development in the form of:

- Affordable Housing
- Green Space
- Footpaths and Access
- Health
- Community Facilities
- Libraries and Life Long Learning
- Education and Schools
- Residential Wheeled Bins

*(Note - The SPD is currently under review so a successor document may apply during the lifetime of this Neighbourhood Plan. The costs are updated annually the 2019/2020 updated costs can be found on the Huntingdonshire [website](#)<sup>47</sup>)*

28.2 Policy LP 4 - Contributing to Infrastructure Delivery in the Huntingdonshire Local Plan to 2036 sets out the focus at the District level to secure infrastructure and developer contributions from new development in the form of:

<sup>45</sup> <https://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/monitoring-research-and-evidence-base/>

<sup>46</sup> <https://www.huntingdonshire.gov.uk/media/1127/developer-contributions-spd.pdf>

<sup>47</sup> <https://www.huntingdonshire.gov.uk/media/1239/developer-contributions-updated-costs.pdf>

- Affordable housing
- Recreation (including leisure and sports facilities)
- Green infrastructure and biodiversity enhancement/mitigation
- Transport
- Community facilities
- Education, health and social care and community safety
- Utilities infrastructure and energy
- Emergency and essential services
- Environmental improvements
- Drainage and flood prevention and protection
- Waste recycling facilities
- Public art, heritage and archaeology

28.3 The Community Infrastructure Levy (CIL)<sup>48</sup> allows local planning authorities to raise funds from new development. The money raised is used to fund district-wide and local infrastructure projects that benefit local communities. The CIL charges are based on the size and type of development. For most developments the CIL charges are designed to cater for the required infrastructure provision. For large scale major development<sup>49</sup> there is still a need for infrastructure provision that will not be CIL funded. Therefore section 106 planning obligations will still be used as appropriate. The [CIL Charging Schedule](#)<sup>50</sup> is currently under review so may change during the lifetime of this Neighbourhood Plan.

28.4 In addition section 106 planning obligations and planning conditions also continue to be used for local infrastructure requirements on development sites for things such as site-specific local provision of open space, affordable housing, habitat protection and access roads.

28.5 In relation to Bury the Neighbourhood Plan identifies the following infrastructure and community facilities to be the priority in the policy below. As CIL is a mandatory process, this policy applies where it is appropriate for section 106 planning obligations and planning conditions to be used.



28.6 The Parish Council obtains 15% of the CIL collected from new development within Bury to spend locally on infrastructure provision. When the Neighbourhood Plan is finalized and ‘made’ the Parish Council will receive 25% of the CIL collected from new development within Bury to spend locally on infrastructure provision. The policy below also sets out the priorities and projects on which the Parish Council intends to spend the CIL monies it obtains. It should be noted that CIL monies can only be spent on infrastructure, in particular it cannot be spent on supporting private enterprises.

28.7 The Green Space and Play Needs Analysis undertaken by Huntingdonshire District Council in 2016 identified that Bury had a moderate deficiency in the total provision of green space and a substantial shortfall in play provision. In terms of green space the village is particularly short of Parks & Gardens; Natural & Semi-natural green space; and Allotments and

<sup>48</sup> <https://www.huntingdonshire.gov.uk/planning/community-infrastructure-levy-cil/>

<sup>49</sup> Defined in the Huntingdonshire CIL Regulation 123 List as: Residential development of 200 or more dwellings or, where the residential units is not given, a site area of 4 hectares or more, or any other development where the floor space to be built is 10,000 sq m or more or where the site is 2 hectares or more

<sup>50</sup> <https://www.huntingdonshire.gov.uk/planning/community-infrastructure-levy-cil/calculating-and-paying-cil/>

Community Gardens. The Huntingdonshire [Sports and Leisure Facilities Strategy](#)<sup>51</sup> 2016-21 identifies potential future need in the district for facilities such as MUGAs, tennis courts etc. In Bury it confirms the need for a 3G Artificial Turf Pitch; MUGA; and an outdoor gym. New development will exacerbate these deficiencies in green space and generate additional demand for green space and sports and leisure facilities.

### Policy ISF4 - Infrastructure Provision

Proposals for residential development where appropriate, will only be supported where it provides for the required community infrastructure including improvements to Bury village hall; existing schools; and primary healthcare provision commensurate with the need arising from the new development. This is to ensure that the existing and new population have access to community infrastructure.

Residential development proposals where appropriate, will only be supported where it provides for the necessary green community infrastructure, relevant to the size of the development, including children's play areas; sports playing pitches; open space; natural greenspace; and allotments.

Development proposals will be supported where they provide improvements if necessary to the local surface water drainage system; and the water and sewerage network.

28.8 The priorities and projects for local infrastructure on which developer contributions (through a planning obligation or a planning condition as relevant) will be sought where appropriate; and on which the Parish Council intends to spend the CIL monies it obtains are:

- Additional Pedestrian Footways and Safe Pedestrian Crossings on Upwood Road, including adjacent to the Clinic Site and Safe Pedestrian Crossings on the B1040;
- The White Lion Junction Improvement;
- An off-road Pedestrian Path and Access from the BMX Track Area to the Rear of Bury Primary School;
- Provision of a safe Cycle/Pedestrian Path from Upwood Primary School to Tesco Ramsey through the Upwood Airfield site and the development off Upwood Road;\*
- Provision of a Network of Safe Pedestrian Walkways through the Village linking the 3 parts of the Village;
- Review of the Parking Arrangements around the retail unit at the junction of Upwood Road and Grenfell Road;
- Consideration of a 20 MPH Zone along Owls End and Tunkers Lane to improve pedestrian safety and the risk to children walking and cycling to school;
- On-site and Off-Site Traffic Calming Measures;
- Update of the Present Speed Indicators around the Village;
- Improvement to the Part of Tunkers Lane Between the Junction with Valiant Square and the Junction with Buryfield;
- Improvements to Footpath Route along Cheveril Lane;
- Provision of a 3G Multi-use Games Area (MUGA) and Possible Tennis Courts at the Upwood Airfield Site;
- Provision of a Possible Sports Hall at the Upwood Airfield Site;
- Provision of a Possible Youth Club;
- Potential Provision of Land for or Purchase of Land for a Possible Second Playing Field;

<sup>51</sup> <https://www.huntingdonshire.gov.uk/planning/new-local-plan-to-2036/local-plan-document-library/>

- Provision of Open Green Spaces and Play Areas on New Developments and Satisfactory Arrangements for Ongoing Management and Maintenance;
- Provision of Notice Boards on New Developments.

*Note - \* This route includes areas outside of the Parish of Bury*

## 29. Protection of Community Assets

29.1 Community Assets is a generic term used for community infrastructure, services and facilities. This includes village halls, church halls, community centres and multi-use facilities. These facilities typically provide opportunities for community uses such as adult learning courses, events, sports and activities. Community facilities can also provide space for arts or cultural activities, and serve wider purposes such as providing affordable space for events or small businesses to hire. There is a relatively limited provision of community and meeting space available for use in Bury, the village hall provides a home for local organisations. The hall was built in 1996 to serve the residents of Bury, it can accommodate up to 150 people at one time. The annexe attached to the hall, with its own access includes a separate meeting room, which will accommodate 15 -20 people, is equipped with projector, screen and speaker all connected via HDMI to a laptop.



29.2 The village hall is actively used for regular bookings on a weekly basis, the regular weekly use as at January 2019 was as follows:

Day	Morning	Afternoon	Evening
Monday	Bury Play Group	Bury Play Group	Judo Club
Tuesday	Bury Play Group	Bury Play Group	1 <sup>st</sup> Bury & Upwood Beavers and Cubs
Wednesday	Bury Play Group		Bury Carpet Bowls Club
Thursday	Bury Play Group	Bury Play Group	Bridge Club
Friday	Bury Play Group	Bury Carpet Bowls Club	Bury Table Tennis Club
Saturday	Bury & Ramsey Concert Band		
Sunday			

29.3 The village hall is also used by the Abbey Women's Institute which meets every 1st Thursday of the month, the Ramsey Senior Citizens every first Wednesday (except January and August), Huntingdonshire Society for the Blind one Monday every other month. The Parish Council holds all of its meetings and events at the village hall. The village hall is located as part of a community hub in the centre of the village which includes the primary school; the play area; and the recreation field.



29.4 Other important community assets providing retail services include Bury Stores (the village convenience store); Bury Cakes & Pies; and the Egg Vending Machines at Manor Farm. Vehicle repairs and servicing is available at Burton Brothers; G. Tinkler; and Carl's Motors. Other important services and facilities include the White Lion public house; parish church; and the petrol filling station. Local community support facilities includes Honey Bumpkin Childminding; Friend for Life Grooming Parlour; Cromwell Farm Boarding Kennels & Cattery; The Hairy Barkers dog walking service; and Netman Computer and Web Services. Shirelodge also provides bed and breakfast accommodation in Bury. The golf course of Ramsey Golf and Bowls Club extends through the centre of Bury although the built facilities are in Ramsey. The most popular facilities used and supported by our community are the Village Stores and Burtons Garage with 92% using the Stores and 77% using the garage either often or at least sometimes as demonstrated through consultation results.

29.5 Policy LP 22 - Local Services and Community Facilities of the Huntingdonshire Local Plan to 2036 looks to support new community facilities and to safeguard against their loss. Bury has a small number of highly valuable community assets which are vital to be retained in order to help protect the distinct identity of Bury as a village which is separate to the town of Ramsey.

29.6 Another mechanism to protect and keep valued buildings or land in use for the community is the Community Right to Bid Scheme. It gives local community groups the opportunity to nominate buildings or other land to be included on the Huntingdonshire Council's [list](#)<sup>52</sup> of Assets of Community Value. An asset should contribute to the community's social well-being or social interests. Once on the register, if an asset comes up for sale or lease, a community group has a period of time in which they can register their interest as a potential bidder, delaying a sale on the open market. Currently Bury has no recorded Assets of Community Value.



29.7 The planned growth will necessitate additional or enhanced provision of community assets. Consequently the Neighbourhood Plan sets out a framework to address the specific requirements of community assets in Bury. Any new community facilities should be accessible to the community they are intended to serve. Where it is proposed to relocate and existing community facility or provide a replacement community asset it would need to be provided in a location with an equal or better level of accessibility for the community it is intended to serve. Such criteria would enable the expansion and improvement of community facilities, where land may not be currently available to facilitate expansion and improvement in their current location.

### Policy ISF5 - Community Assets

Development proposals that result in the improvement/enhancement of existing community assets including the village hall; play area; recreation ground; primary school; village shop; or public house will be supported subject to their compliance with other development plan policies.

Development proposals that result in the provision of new community assets both within and outside of but adjacent to the settlement boundary will be supported subject to their compliance

<sup>52</sup> <https://www.huntingdonshire.gov.uk/council-democracy/community-right-to-bid/>

## Bury Village Neighbourhood Plan

with other development plan policies; provided the scale is commensurate with size of facility to meet the needs of Bury. In particular proposals for new play areas; sports/recreation facilities; local retail provision; and local health provision will be supported.

Proposals that would result in the loss of the following community assets will be resisted unless it can be shown that they are poorly used, not viable or adequate replacement provision is made elsewhere in Bury which is an equivalent service or community facility located where it is equally or more accessible to the existing and planned new community it is intended to serve:

- Bury CofE Primary School and associated grounds
- Recreation Ground and Play Area
- Village Hall
- Bury Church and associated space
- Bury Stores
- White Lion Public House
- Burton Brothers Filling Station (excluding car showroom, workshop and yard)



# Natural and Built Environment



### 30. Heritage Assets

30.1 There are few buildings in Bury taller than two storeys with the notable exceptions of the tower of Bury Church. The church of Holy Cross is built of rubble with Barnack stone dressings and the roofs are covered with slates and tiles.

30.2 Heritage assets are buildings, monuments, sites, landscapes and townscapes which have historic or architectural significance; collectively they help make the historic environment. The protection of individual heritage assets is important not only to safeguard the significance of the asset itself but also to protect the wider historic environment.



30.3 Part of Ramsey Conservation Area extends into the parish of Bury, in Bury it covers the Church of Holy Cross; the Ramsey golf course; part of High Street; and part of Bury Road. The Ramsey Conservation Area Character Statement was published in December 2005 by Huntingdonshire District Council. This is a [character appraisal](#)<sup>53</sup> whose purpose is to identify and record those special qualities that make up the architectural and historic character. This includes significant trees; significant green spaces; landscape views; and native hedgerows. The plans and text within the Conservation Area Statement provide additional information on the architecture of the conservation area, including the distinctive building materials. This Neighbourhood Plan draws upon this Statement as part of its evidence base.

30.4 Areas of special architectural or historic interest are designated as Conservation Areas to help preserve and enhance them for future generations. Once designated, there are restrictions on the nature of works within Conservation Areas that can be carried out to properties and trees without permission from the local planning authority. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 also requires that “*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area*”. The effect of development proposals on the special character and significance of Conservation Areas should be given considerable weight when determining planning applications.



30.5 There are no Scheduled Monuments (SAMs) within the Plan Area. The Neighbourhood Plan area only contains a relatively small number of Listed Buildings as follows:

<sup>53</sup> <http://www.huntingdonshire.gov.uk/media/2329/ramsey-conservation-area-character-assessment-adopted-december-2005.pdf>



Grade 1

Church of Holy Cross, Bury Hill, Bury

Grade II\*

None

Grade II

Hall Farmhouse, Bury Hill, Bury

Milestone to East of Milestone Farmhouse, B1040, Bury

Bridge Approximately 150 Yards West of Church of Holy Cross, B1040, Bury

Home Close, High Street, Bury

Julians, Owls End, Bury

Manor House, Bury Hill, Bury

The Thatched Cottage, High Street, Bury

10 Owls End, Bury

### 31. Local Distinctiveness and Public Realm

31.1 All new development should respect the local character of the area, ensuring that the building height, size and choice of external materials complement the existing fabric and do not obscure important views into and out of the village.

31.2 A high quality public realm made up of well-designed streets, pavements and other publicly accessible areas, together with the boundary treatments to local properties and front gardens, make a positive contribution to how Bury looks. Within the village the public realm is seen by local people as being an important element of the overall urban design of the settlement. A high quality public realm contributes to a high quality of life which can help to maintain healthy living, prevent anti-social behaviour and encourage high standards of property maintenance. The public realm of the village reflects its rural village character and the evolution of the village over time.



### 32. Natural Environment

32.1 Most of the Parish of Bury is rural, and contains substantial areas of farmland which contributes significantly to the character of the Parish and the setting of the village. A substantial land area, the former Upwood Airfield was formerly owned by the Ministry of Defence. This is now a substantial previously developed site whose redevelopment offers significant potential to enhance both the natural and built environment of Bury.

32.2 In the vicinity of the Bury Neighbourhood Plan area the key European and International designations of interest are the Orton Pit SAC (Peterborough); Nene Washes SAC; Ouse Washes SAC/SPA; Portholme SAC (Huntingdon/Godmanchester); and Fenland SAC/Woodwalton Fen Ramsar. The latter of these is the closest to the Neighbourhood Plan area lying approximately 4km to the west. Special Areas of Conservation (SACs) are designated under the 'Habitats Directive' - EU Directive 92/43/EEC and Special Protection Area (SPAs) are designated under the 'Birds Directive' - EU Directive 2009/147/EC on the Conservation of Wild Birds. Ramsar sites are designated under the Convention on Wetlands, called the Ramsar Convention, an intergovernmental treaty that provides the framework for

national action and international cooperation for the conservation and wise use of wetlands and their resources.

32.3 The Habitats Regulation Assessment screening identifies that the Neighbourhood Plan proposals would not individually or cumulatively result in any potential significant effects on any European designated site.

32.4 The Parish of Bury contains no National Nature Reserves (the nearest is at Upwood Meadows - west of Upwood). The Plan area does not contain but abuts a Sites of Special Scientific Interest: Warboy's and Wistow Wood; which is recorded as being in favourable condition.



### 33. Trees and Woodlands

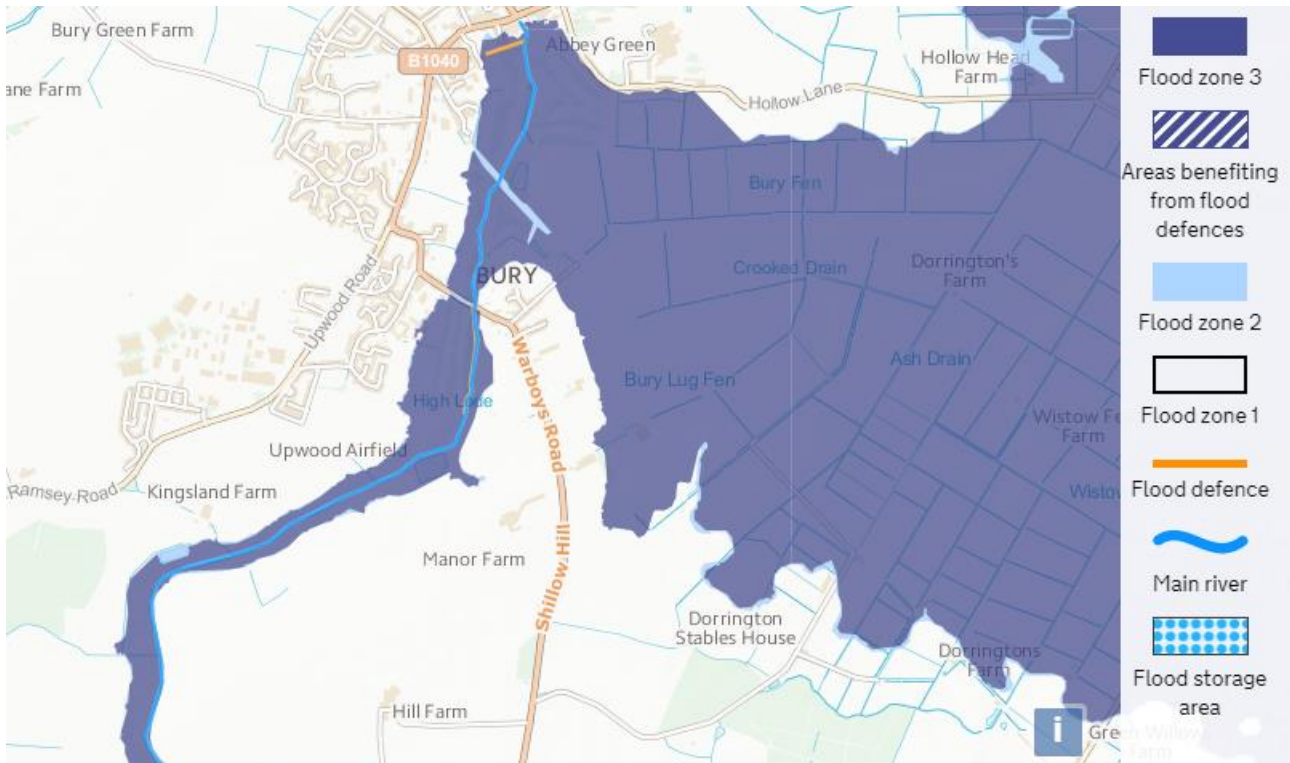
33.1 As much of the Parish of Bury contains substantial areas of farmland there are actually few areas of trees and woodlands as can be seen on the aerial photo below. Jack's Corner Spinney is an area of broadleaved woodland located to the east of Milestone Farm. Other significant groups and belts of trees within Bury are located within Ramsey Golf Course where they are largely utilised as separation between the various fairways. Additional tree and woodland planting within Bury would help to improve ecological networks within Bury.



Bury Aerial View © Crown Copyright OS Aerial Photos, used under Open Government Licence

### 34. Flood Risk

34.1 Much of the Parish of Bury is subject to flood risk as shown on the map below. Inappropriate development in areas at risk of flooding should be avoided, by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas the development should be made safe for its lifetime without increasing flood risk elsewhere<sup>54</sup>.



Map 5 - Flood Zones 2 and 3 in Bury © Environment Agency

### 35. Local Green Space

35.1 In 2012, the Government introduced a new designation of Local Green Space through the NPPF allowing local communities to put forward green areas of particular importance to them for protection. Once designated, planning permission will only be granted for the development of the sites in very special circumstances or if the development clearly enhances the Local Green Space for the purposes it was designated. In consultation 78% of local residents thought one of the strengths of Bury was the rural character, with 73% valuing the open and green spaces.

35.2 Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used where the green space meets the criteria set out in the NPPF. Namely that it is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land.

35.3 The sites listed in the policy have been assessed as according with the criteria for Local Green Space as set out in the NPPF. A tabular assessment of each of the designated Local Green Spaces against these criteria, together with a brief summary of each of the areas is

<sup>54</sup> See NPPF paragraphs 155 onwards and policy LP 5 of the Huntingdonshire Local Plan

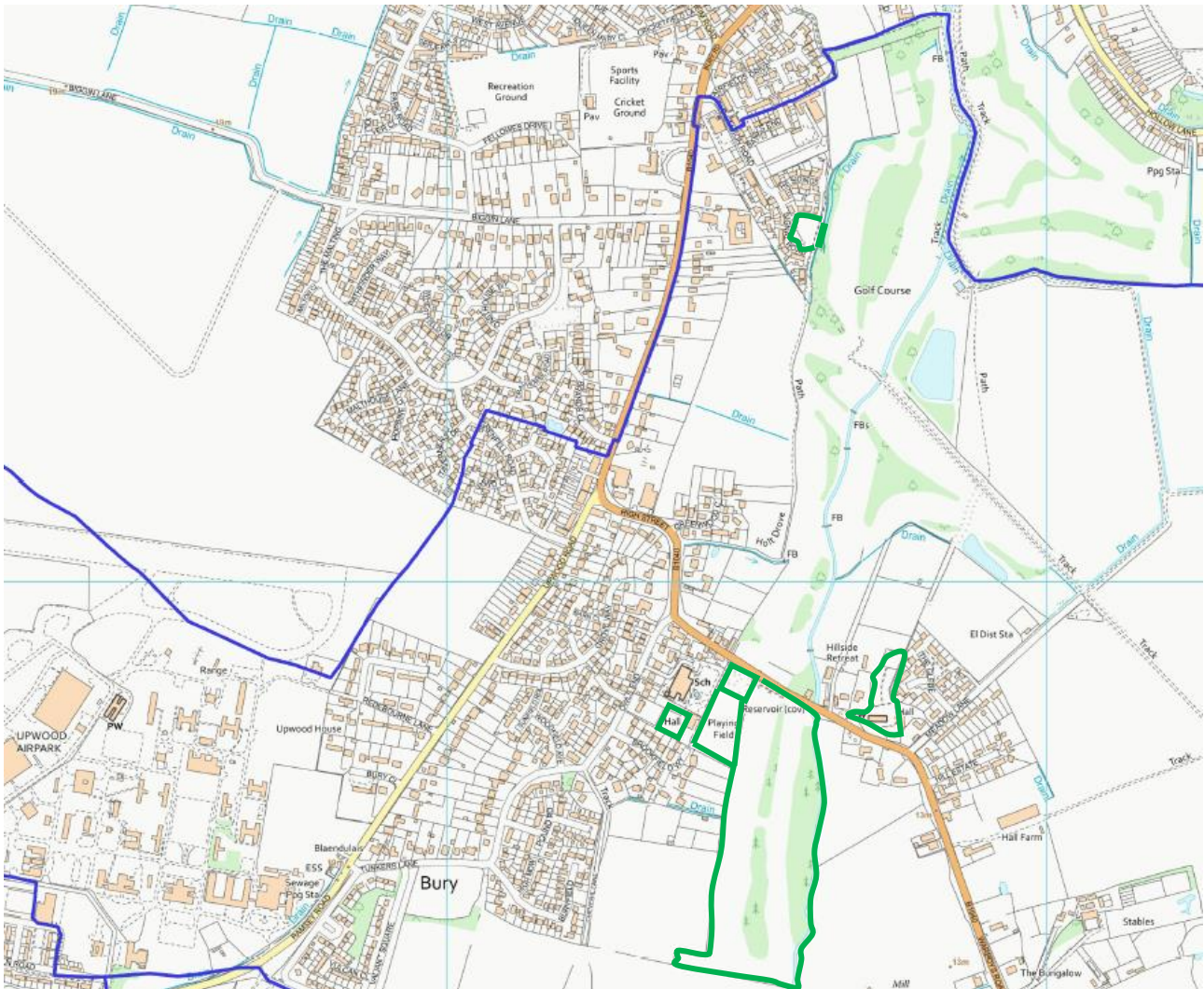
set out in Appendix 2. A detailed map of each of the Local Green Spaces is also included in Appendix 2. More detail on the sites considered and the assessment process is also set out in the Local Green Spaces Evidence document which accompanies this Neighbourhood Plan.

### Policy NE1 - Local Green Space

The following sites are designated as Local Green Spaces and are identified on Map 6:

- Ramsey Golf Course (South of High Street)
- Bury Holy Cross Churchyard and Cemetery
- Bury Playing Fields (x2)
- BMX Track
- Land at Signal Road

The sites listed above and shown on the plan below are designated as areas of Local Green Space, which will be protected in a manner consistent with the protection of land within Green Belts



Map 6 - Local Green Spaces © Crown Copyright OS Licence Number 0100055891

 Local Green Spaces

 Plan Area Boundary

*Note - More detailed plans of the Local Green Spaces are contained in Appendix 2*

### 36. Protected Settlement Break

36.1 Parts of Bury immediately abut the town of Ramsey, that town has a population of 8,479. It provides a number of higher order local services and facilities that are used by the residents of Bury Village. The Parish boundary between Bury and Ramsey was established before much of the growth and development had occurred. Over time a degree of coalescence between Bury and Ramsey has already occurred. The northern part of Bury around Signal Road is contiguous with the main part of Ramsey, as such although spatially part of Bury it physically and visually appears as an extension to Ramsey.

36.2 There are in fact no gaps remaining between the two Parishes of Bury and Ramsey. However there is a gap between the northern part of Bury around Signal Road and the main part of Bury village. This remaining gap is the only visual and physical separation between the main cores of Bury and Ramsey. Consequently although being strictly between two part of Bury, it is the only gap remaining to prevent the complete coalescence of Bury and Ramsey.

36.3 The manner in which the Huntingdonshire Local Plan to 2036 places Bury and Ramsey together is considered by local residents to be contributing to a loss of identity for Bury as a distinct settlement. The local community and Bury Parish Council are concerned that the historic and distinct identity of Bury as a village is being eroded and that the Neighbourhood Plan needs to protect the historic and distinct identity of Bury as a village.

36.4 Given that the Huntingdonshire Local Plan to 2036 proposes that the ‘Ramsey Spatial Planning Area’ has allocations for 895 homes and 2 hectares of employment land there is a real threat that unchecked growth could lead to further coalescence between Bury and Ramsey. Saved Policy En15 of the now superseded Huntingdonshire Local Plan (1995) previously protected open spaces and gaps from development which would impair their open nature. This included the gap between Low Bury and White Arches on Bury Road. This is the remaining gap referred to earlier. The Huntingdonshire Local Plan to 2036 does not include any policy to prevent the coalescence of Bury and Ramsey, as such the Neighbourhood Plan needs to secure this important community objective which would otherwise disappear from the development plan.



36.5 The importance of the gap between Low Bury and White Arches on Bury Road was confirmed in appeal APP/H0520/W/16/3155400 which was dismissed in November 2016. In that appeal the value as an open gap within the established settlement pattern was confirmed. Ramsey and Bury have already coalesced in part over past decades, this means that the remaining physical and visual breaks that remain are even more important to protect. Land to the east of Bury Road between Low Bury and White Arches along with the land to the rear running back to the golf course is important to retain as undeveloped to prevent coalescence. This is the only remaining gap between Bury and Ramsey to the east of the B1040. This gap provides important views and a visual linkage through to the countryside from the B1040, it also allows a wedge of the countryside to physically extend into the heart of an otherwise substantially developed continuous road frontage in two places.

36.6 More information on the importance of the Protected Settlement Break as detailed in the appeal decision is contained in the supporting document, 'Settlement Boundary Methodology'. In the Appeal the Inspector concluded that: "The open and undeveloped nature of the site makes a significant positive contribution to the spacious and semi-rural character of Bury Road and provides a key opportunity for views out of the Ramsey Conservation Area."

### Policy NE2 - Protected Settlement Break

The following area is identified as a protected settlement break to prevent the coalescence of Bury with Ramsey:

- Land to the east of Bury Road between Low Bury & White Arches and between Bury Road & Ramsey Golf Course between Greenwood Close & Signal Road.

Proposals for built development within the protected settlement break will not be supported unless the purpose of preventing coalescence and retaining spatial, physical and visual separation between Bury and Ramsey is secured.



Map 7 - Protected Settlement Break © Crown Copyright OS Licence Number 0100055891

 Protected Settlement Break  Plan Area Boundary

# Implementation and Delivery

- 37.1 The implementation and delivery section sets out what actions are required to turn this Neighbourhood Plan into reality on the ground.
- 37.2 The Parish Council needs the help of public and private partners to create a sustainable community and deliver the policies set out in this Neighbourhood Plan. The Parish Council will work with a number of partners, including the following, to implement the Plan:

## Delivery Partners

Bury Parish Council (PC)  
 Huntingdonshire District Council (HDC)  
 Cambridgeshire County Council (CCC)  
 Health Providers (HP)  
 Private Developers (PD)  
 Local Schools (LS)  
 Local Bus Operators (LBO)  
 Community Groups (CG)  
 Local Residents (LR)  
 Local Businesses (B)

- 37.3 New development creates a need to provide new infrastructure, facilities and services to successfully incorporate new development into the surrounding area to benefit existing, new and future residents. As provided for within national planning policy, appropriate financial contributions will be obtained from developers to combine with public funding to deliver the necessary facilities in infrastructure. The table below sets out the relevant implementation partners for the Neighbourhood Plan policies.
- 37.4 The Neighbourhood Plan provides a positive framework to ensure that development in Bury will bring positive benefits to the village.

Policy	Delivery Partners	Implementation Method
<b>Sustainable Growth</b>		
Policy G1 - Definition of 'Built-up Area' (Settlement Boundary)	PC, HDC, PD & LR	Determination of Planning Applications
Policy G2 - Comprehensive Development of Former Airfield	PC, HDC, PD, LR & B	Determination of Planning Applications
Policy G3 - Community Engagement	PC, PD, LR, CG, B & HDC	Pre-Application Consultation and Determination of Planning Applications
Policy G4 - Local Housing Needs	PC, HDC, PD, LR & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives
<b>Infrastructure, Services and Facilities</b>		
Policy ISF1 - Sustainable Transport	PC, HDC, CCC, PD, LBO, LR, B & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives

Policy	Delivery Partners	Implementation Method
Infrastructure, Services and Facilities (Continued)		
Policy ISF2 - Highway Impact	PC, HDC, CCC, PD, LR, B & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives
Policy ISF3 - Rights of Way Network	PC, CCC, HDC, PD, LR & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives
Policy ISF4 - Infrastructure Provision	PC, HDC, CCC, HP, PD, LS, LBO, LR, B & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives
Policy ISF5 - Protection of Community Assets	PC, HDC, PD, HP, LR, LS & CG	Determination of Planning Applications
Natural and Built Environment		
Policy NE1 - Local Green Space	PC, HDC, PD, LR, B & CG	Determination of Planning Applications & Planning Obligations and Community Infrastructure Levy or Community Initiatives
Policy NE2 - Protected Settlement Breaks	PC, HDC, PD, LR, B & CG	Determination of Planning Applications or Community Initiatives

37.5 Bury Parish Council is committed to Localism and bringing greater locally informed influence over planning decisions and it will be the key organisation in the implementation, monitoring and review of the Neighbourhood Plan. The Council will build upon its excellent track record in engaging in planning decisions (reactively through being consulted and proactively through promoting the policies and proposals of this Plan), and by delivering projects and infrastructure for the local community. However, the Council recognises the need to involve a range of other organisations if the potential of this plan is to be realised.

37.6 In England, communities that draw up a Neighbourhood Plan and secure the consent of local people in a referendum, which is then legally “Made”, benefit from 25% of the Community Infrastructure Levy (CIL) revenues arising from development that takes place in their area. However this only applies to development permitted after the making of the NP and is not applied retrospectively. Up until that time the provision of eligibility for 15% of the CIL generated in the area applies.



37.7 Contributions through the Community Infrastructure Levy (CIL) will be obtained from any housing development taking place in the Parish. The Neighbourhood Proportion of the CIL



and any financial contributions will be focused on assisting the delivery of community infrastructure projects in Bury. The money raised through CIL is used to fund district-wide and local infrastructure projects that benefit local communities as set out in Section 216 (2) of the Planning Act 2008. The Neighbourhood proportion of the CIL monies will be spent on local infrastructure as detailed in the supporting text to Policy ISF4 - Infrastructure Provision.

- 37.8 In addition, the Parish Council will seek to influence annual and other budget decisions by Huntingdonshire District Council and Cambridgeshire County Council on housing, open space and recreation, economic development, community facilities and transport, through respective plans and strategies. The Parish Council will also work with the appropriate agencies and organisations to develop funding bids aimed at achieving Neighbourhood Plan policies and objectives. This might include the Lottery, UK Government programmes, EU Funds and any partnership programmes.

## Monitoring and Review

- 38.1 Continual plan review is a fundamental element of the planning system. It is important to check that the plan is being implemented correctly, ensure that outcomes match objectives and to change the plan if they are not. This Neighbourhood Plan will be carefully monitored by the Parish Council and reviewed if it becomes apparent that the vision, goals and objectives of the Plan are not being met.

- 38.2 Monitoring is a shared responsibility of the Parish Council as the qualifying body; Huntingdonshire District Council as the Local Planning Authority; and users of the Neighbourhood Plan. The Parish Council will consider the effectiveness of the policies and proposals in the Neighbourhood Plan each time it makes representations on a planning application; alongside seeking views on the Neighbourhood Plan at each Annual Parish Meeting. The Parish Council will request Huntingdonshire District Council to raise with it any issues arising out of the development management process in determining individual planning applications. Users of the Neighbourhood Plan are encouraged to make comments on monitoring of the Neighbourhood Plan to the Parish Council at any point.



- 38.3 The Neighbourhood Plan has been prepared to guide development up to 2036. It is unlikely that the Neighbourhood Plan will remain current and entirely relevant for the entire plan period and may, in whole or in part, require some amendments before 2036.
- 38.4 There are a number of circumstances under which a partial review of the plan may be necessary, in accordance with best practice, Bury Parish Council and its partners will consider undertaking a partial review of the Neighbourhood Plan no later than 5 years following its finalisation.

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# Glossary

39.1 The majority of the glossary is copied from the NPPF to ensure consistency. The terms set out below are either included within the Neighbourhood Plan or are within parts of the NPPF or the Huntingdonshire Local Plan to 2036 that is referred to in the Neighbourhood Plan.

**Affordable housing:** Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following categories: affordable housing for rent; starter homes; discounted market sales housing; and other affordable routes to home ownership including shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). *[Note a more detailed definition is included in the NPPF]*

**Amenity:** A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

**Ancient Woodland:** Land that has had continuous woodland cover since 1600AD as designated by Natural England.

**Conservation (for heritage policy):** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Community Infrastructure Levy (CIL):** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Core Strategy:** The Huntingdonshire Core Strategy which forms part of the Development Plan setting out the spatial vision and strategic objectives of the planning framework for an area.

**Development plan:** This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

**Economic development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

**Ecological networks:** These link sites of biodiversity importance.

**Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.



**Green community infrastructure:** A network of multi-functional green space, urban and rural, which is aimed at meeting community needs for play, healthy living and recreation. This includes children's play areas; sports playing pitches; open space; natural greenspace; and allotments.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Living Conditions:** The circumstances affecting the way in which people live, especially with regard to their well-being. Relevant factors include: internal space; access to external space; outlook; privacy; daylight; sunlight; overbearing impact; impact from pollution including noise.

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. The local planning authority for Bury is Huntingdonshire District Council.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

**Neighbourhood plans:** A plan prepared by a Town or Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**NPPF:** National Planning Policy Framework, this forms the overall planning policy produced by the Government to inform the making of Development Plans including Neighbourhood Plans and decision making on planning applications.

**NPPG or PPG:** Planning Practice Guidance, this forms the overall national planning practice guidance and advice produced by the Government to inform the making of Development Plans including Neighbourhood Plans and decision making on planning applications.

**Older people:** People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for



those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Personal Safety:** an individual's ability to go about their everyday life, moving around the Parish to access services and facilities by any mode of transport, free from the threat or fear of psychological, emotional or physical harm from other users of the transport and highway network.

**Policies Map:** A document which illustrates on a base map all the policies and proposals contained in this Neighbourhood Plan or another document which forms part of the Development Plan.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Scheduled Ancient Monument (SAM) or Scheduled Monument:** Those monuments that are given legal protection by being scheduled by Historic England.

**Settlement Boundary:** The boundary drawn around various towns and villages to limit new development and define the 'built-up area' of Bury. Outside of the settlement boundary is considered to be the countryside.



**Significance (for heritage policy):** The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

**Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Special Area of Conservation (SAC):** Areas which have been given special protection under the European Union's Habitat Directive, as identified by Natural England.

**Special Protection Area (SPA):** Strictly protected sites classified for wild and vulnerable birds.

**Strategic Environmental Assessment:** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Supplementary planning documents:** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

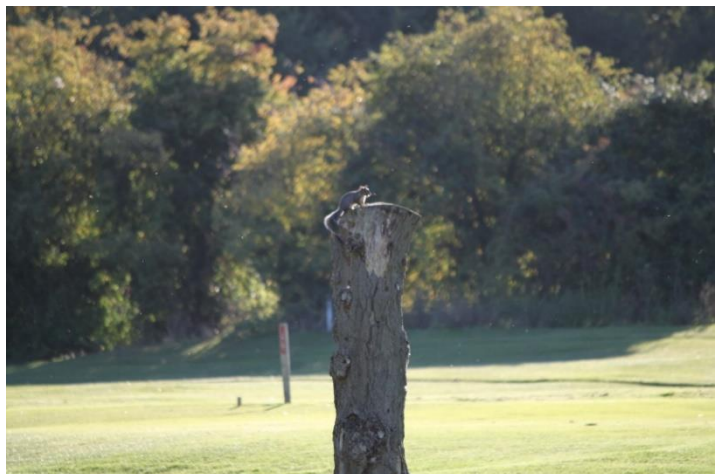
**Sustainable development:** Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**Sustainable growth:** The growth of Bury as a community through the provision of additional housing to meet the needs identified; whilst safeguarding the provision of services and facilities; protecting and allowing further local employment; and protecting the character and appearance of the village including their green areas.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

**Transport assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Wildlife corridor:** Areas of habitat connecting wildlife populations.



# Appendix 1 - History of Bury

- 40.1 Bury and Hepmangrove were traditionally two settlements but now form one single village known as Bury. The village still retains several 17th-century half-timbered thatched or tiled cottages, some of which have been refaced with brick, but most of the houses are of brick with slate or tile roofs. The former ancient stone bridge of one arch which crossed the Brook was replaced in 1925 by a wider bridge. The north-west side of the bridge was traditionally Hepmangrove, in which the greater part of the current village of Bury lies.
- 40.2 Bury has grown in population from 179 in 1911, peaking at 2,064 in 1951 before dropping back to 975 in 1981 at the end of the RAF use of Upwood Airfield. The population has risen again to 1,938 in 2011.

Parish	1911	1921	1931	1951	1961	1971	1981	1991	2001	2011
Bury	179	300	303	2064	1165	1069	975	1710	1713	1938

40.3 The parish of Bury lies to the south of Ramsey. It is of very irregular shape, projecting a considerable distance into the fen on the east side of the road from Ramsey to St. Ives. From east to west at its widest part, it is about 2.5 miles and from north to south about 1.75 miles. It covers approximately 585 hectares of which around a third is fenland. The land rises on both sides of the brook which runs through the parish from north-east to south-west to a height of up to 17m AOD at Mill Mound. Much of the fenland and the higher land is ploughed. The soil is a strong black loam and the subsoil clay. The main crops are wheat, oats, beans and peas on the higher land, and potatoes, celery, sugar-beet and the ordinary cereals on the fenland

40.4 Hepmangrove originally was to have been connected with Ramsey parish, and the brook running through the village of Bury formed the boundary between it and Bury. From the deeds relating to tenements and lands situated within its boundaries, it appears to have been, before the Dissolution of the Monasteries, a populous suburb of Ramsey. Both Bury and Hepmangrove lay within the Banlieu.

40.5 At the southern end of the village is Bury Hall, a brick house with a slate roof, built by Mr. Abraham Staffurth about 1860. A short distance northward, after passing some cottages and some houses, is the church, occupying a commanding position on a slight eminence. To the east of the church is the rectory built by Lady Olivia Bernard Sparrow in 1845 and conveyed to the living in 1850. Opposite the church is the old Manor House of Bury, a late 16th-century half-timber building with tiled roof, which is now divided into two tenements. The land falls somewhat steeply here to the brook, known as High Lode; the former ancient stone bridge of one arch which crossed it was replaced in 1925 by the present somewhat wider bridge. The north-west side of the bridge was traditionally in Hepmangrove in which the greater part of the current village of Bury lies. On the north side of the road is the old parish school built by Lady Olivia Bernard



Sparrow in or about 1845 and handed over to the rector and churchwardens in 1878 by the Duke of Manchester. Further along the road towards Ramsey is a 17th-century timber-framed house with diagonal chimney shafts.

- 40.6 A little way down the road to Upwood is the Green Dragon, formerly a public house (now a private residence), behind which in a little field the church of Hepmangrove is said to have stood, but no remains of it exist above ground. Further north along the road are the Britannia Iron Works, formerly the type foundry of Messrs. Hughes and Kimber but now disused.
- 40.7 The Royal Flying Corps requisitioned 160 acres of farmland near the village of Upwood in 1917. In September of that year the station opened as Bury (Ramsey), subsequently it became RAF Upwood and then Upwood Airfield. At the end of RAF use of the station in 1981, the United States Air Force was given control of Upwood by the Ministry of Defence. USAF airmen from RAF Alconbury had been living in the Upwood housing area since the mid-1970s. In 1986, a multimillion-dollar medical facility was opened to provide out-patient services to American military members and dependents in the area.

- 40.8 RAF Upwood was returned to the British government control in September 1995 and with the number of airmen assigned to the area reduced, the need for housing became less and less. By 2005 the last USAF family moved out of the Upwood housing area and it was returned to the MOD. The medical facilities, however, remained open albeit in a reduced capacity until it finally closed on 26 October 2012. Most, but not all of Upwood Airfield lies in Bury Parish with parts also lying within the Parishes of Ramsey and Upwood and the Raveleys.



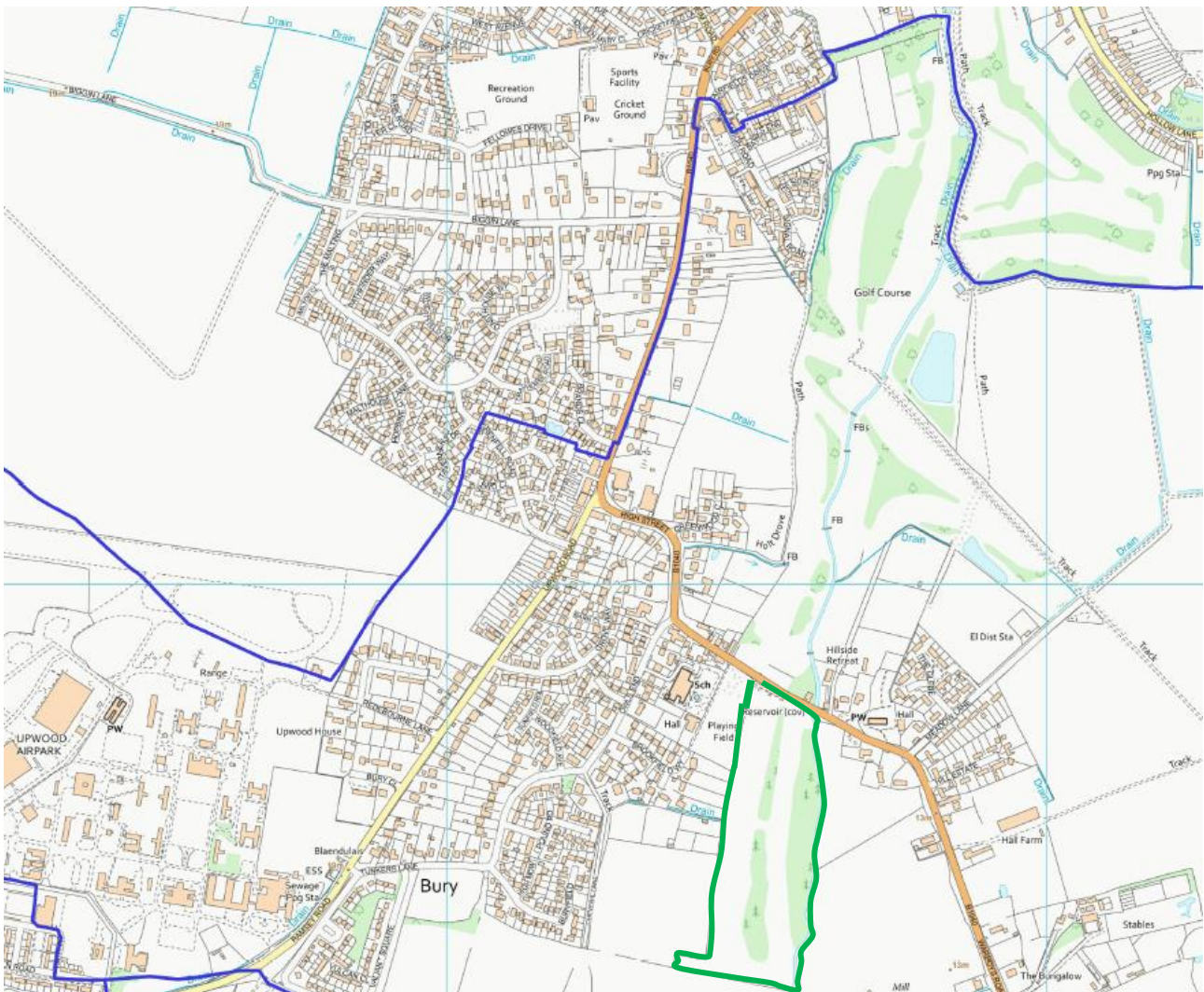
- 40.9 Parts of Bury immediately about the town of Ramsey, that town has a population of 8,479. It provides a number of higher order local services and facilities that are used by the residents of Bury Village. Bury Village has a number of important local services and facilities including a Parish Church; Village Hall; Primary School; Village Store; Play Area; Recreation Ground; Garage/Filling Station; and Public House.
- 40.10 The church of Holy Cross in Bury is built of rubble with Barnack stone dressings and the roofs are covered with slates and tiles. It consists of a chancel (27 ft. by 14½ ft.), nave (48 ft. by 19½ ft.), a north aisle (7½ ft. wide), west tower (11 ft. by 10 ft.), and formerly a western chapel (about 35 ft. by 21½ ft.). Holy Cross church, Bury, has just three bells but one of them is very special. It is one of the oldest bells in the country still ringing. She was cast nearly 640 years ago round about 1380. But she is special for another reason: The bell is one of just 142 surviving Royal Head (RH) bells, out of 66,000 bells in the country. An RH bell has an image of a king or queen cast into it: It is probably Anne of Bohemia, queen of Richard II. Also, it has the words AVE MARIA either side of the head.
- 40.11 Ramsey is one of the five principal towns in the District of Huntingdonshire, the others being St Ives, St Neots, Huntingdon and Godmanchester. In planning terms Huntingdonshire District Council aligns the village of Bury with the town of Ramsey in a defined Spatial Planning Area. Huntingdonshire is still predominantly rural in character with an area of approximately 350 square miles. The population is currently 169,508, with approximately half living in the four market towns of Huntingdon, St Neots, St Ives and Ramsey and most of the remainder in almost 100 villages. As part of the Ramsey Spatial Planning Area, Bury is identified for growth largely centered on the Upwood Airfield site.



# Appendix 2 - Descriptions of Designated Local Green Spaces

41.1 Draft Local Green Spaces were identified in the Draft Neighbourhood Plan and these were consulted upon. Details on how Local Green Spaces were identified and details of the consultation is contained in the supporting document ‘Local Green Spaces Evidence’. The following final Local Green Spaces have been designated:

**Local Green Space Name:** Ramsey Golf Course (South of High Street)



Ramsey Golf Course - Local Green Space © Crown Copyright OS Licence Number 0100055891

**Owner:** Ramsey Club Company Ltd

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓	✓		✓	✓	✓	✓

The area forms part of the southern green fringe of the village adjacent to but outside of the Conservation Area boundary, and the golf course dominates the landscape in this area. Bury brook and the golf course form an important green corridor connecting historic Bury to the newer areas

## Bury Village Neighbourhood Plan

of Bury. The valley landscape of Bury brook is of high quality and provides an open, attractive landscape setting to Bury. Any development would be visually intrusive and adversely impact the character and attractive setting of the settlement. It would also diminish the green wedge which provides a separation between historic Bury and the more modern parts of Bury.

The Golf Course to the south of the B1040 although not crossed by any public rights of way provides important vistas from the well-used public right of way which runs through the Playing Field. The openness of the Golf Course contributes to the beauty and tranquillity of these public right of way which provide a valuable recreational resource to the local community. The Golf Course although being a private club is a valuable recreational resource for the local community of Bury and wider afield.

### Local Green Space Name: Bury Holy Cross Churchyard and Cemetery



Bury Holy Cross Churchyard and Cemetery - Local Green Space © Crown Copyright OS Licence Number 0100055891

**Owner:** Diocese of Ely and Bury Parish Council

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓	✓	✓		✓		✓

Bury Holy Cross church dates from the 12<sup>th</sup> century and was originally the mother church of Ramsey Abbey. Set on a hill the church commands impressive views across the settlement and surrounding fenlands. The churchyard was closed by order of the Privy Council in 1907 and the adjoining cemetery was started. It is maintained by the Parish Council in an eco-friendly way and includes an area maintained by the War Graves Commission and a garden of remembrance. The adjoining field owned by Bury Parish council and currently laid to pasture, is included as the cemetery has been extended and recently consecrated, having received planning permission in January 2006 (0503612FUL). This beautiful setting has its own tranquillity and peacefulness enjoying inspiring and uninterrupted views over the countryside.

Local Green Space Name: Bury Playing Fields (x2)



Bury Playing Fields (x2) - Local Green Space © Crown Copyright OS Licence Number 0100055891

**Owner:** Bury Parish Council

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓	✓		✓

The area comprises a small and large playing field either side of the village hall. The space is reasonably level and predominantly grass. Both fields were assigned in March 2013 to Fields in Trust (registered charity number 306070) and designated Queen Elizabeth II fields in honour of the Queen’s diamond jubilee. The smaller field contains a younger children’s play area, maintained by the Parish Council, with an adjacent seating area and small garden. Running along one side is a zip-wire.

The larger field contains a youth shelter, outdoor gym equipment designed for older children and adults and is currently marked out with a football pitch and short running track for use by the Bury Primary school. The southern boundary of the field adjoins the golf course. The Rothschild Way long-distance public right of way runs through the larger playing field.

Local Green Space Name: BMX Track



BMX Track - Local Green Space © Crown Copyright OS Licence Number 0100055891

Owner: Caton Will Trust

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓			✓

The area shares boundaries with the large playing field, the B1040 which runs through Bury, the golf course and Bury Primary school. Currently laid as a BMX track it is the only other play facility in the village and provides a valuable facility for the local community. The Rothschild Way long-distance public right of way runs alongside the BMX track.

Local Green Space Name: Land at Signal Road

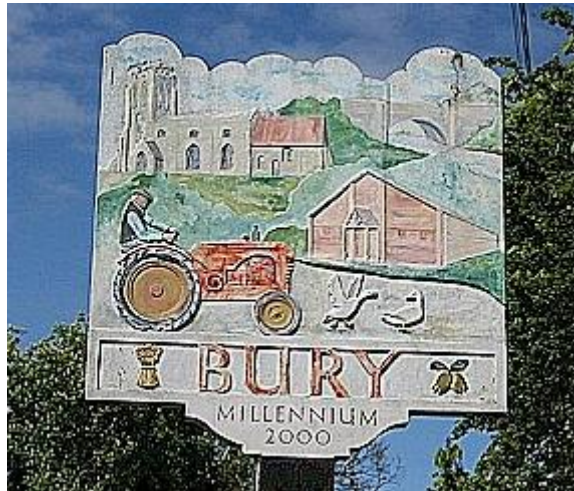


Land at Signal Road - Local Green Space © Crown Copyright OS Licence Number 0100055891

**Owner:** Management Company

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓	✓		✓

The area comprises a small well-equipped play area and a larger area which provides the opportunity for informal recreation. It has the visual appearance of a modern style village green and makes an important contribution to the character and appearance of the local area and local play provision.



# Bury Village Neighbourhood Plan 2019-2036

January 2020  
(Referendum Version)

The Neighbourhood Plan for the Parish of Bury produced in accordance with the Neighbourhood Planning Regulations 2012

Bury Village Neighbourhood Plan



<https://buryparishcouncil.co.uk/index.php/neighbourhood-plan/>

Bury Parish Council

NEIGHBOURHOOD-PLAN.CO.UK

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