

Appendix 3 – draft Littleport Masterplan

Appendix 3a – Baseline research results

Appendix 1 - Littleport Infrastructure and Constraints Assessment

Archaeology

Location and Topography

The name 'Littleport' simply means 'small town'. The term 'port' does not necessarily mean that docking facilities are available in the location, although given the proximity of the roddon (a former river channel) to the island, some form of facilities are to be expected.

The town and parish of Littleport lies to the north of the district of East Cambridgeshire where it abuts the County of Norfolk. The total area of the parish is 7406 hectares (18301 acres) making it one of the largest parishes in Cambridgeshire. The actual village lies in the south of the parish on the canalized course of the River Great Ouse.

The town sits on an island of 400 hectares that rises to a maximum height of 20m ASL, and is separated from the main Ely island by Wood fen. Other areas of high ground include Apes Hall and Butchers Hill, and a 'peninsula' of land projects from the main island roughly along the Wisbech Road towards St Matthew 's Church. The remainder of the parish comprises fen. Until the construction of the Ouse Cut in 1827, the River Ouse followed a meandering route through the fen that is now known as the Old Croft River. This ran through Littleport, touching the main island and meandered past Apes Hall through the parish northwards. Although parts of the Old Croft still contain water, the course of the river and its tributaries through the parish is mainly marked by a network of roddons and the location of field boundaries. The other main settlements beside the main town are Little Ouse, a small hamlet on the Little Ouse river on the Norfolk border and Black Horse Drove. However there are numerous scattered farms and isolated dwellings in the parish.

The historic core of Littleport has been taken as an area of 10km² stretching from TL 55500 / 85500 to TL 58000 / 88000. This area covers most of the current built up area and periphery, the length of the Old Croft roddon close to the town and much on the main island. A small area of the surrounding fen to the north is also included.

History

Littleport town itself has its origins in the mediaeval period. Nevertheless, activity from most periods of activity are known from the area and parish.

A Solutre style flint blade dating from the Upper Palaeolithic was found on Burnt Fen. The English Rivers Palaeolithic Survey did not cover this part of the Ouse Valley, but finds from this period are not unknown. The earliest sites as opposed to finds are from the Mesolithic. These are clustered in the south-east of the parish in the vicinity of Burnt Fen, and centred on Peacock's farm. This coincides with the Ouse roddon, suggesting that this was the attraction for settlement. These sites lie below the peat deposits on in areas where the peat has been exposed to reveal the underlying clay. Most of these sites are also below the water table, and environmental evidence has been forthcoming, providing excellent evidence for the nature of the area 'pre-fen'.

In the Neolithic period, again activity is located along the roddon but also on the main island. In addition, activity is located for the first time on the islands at Butchers Hill and Apes Hall. Neolithic sites are discovered beneath the lower layers of peat, at a depth of around 4m below sea level.

In comparison to earlier and later periods, Bronze Age sites are less well known. Activity is known from Peacocks Farm, where it formed another sequence in a long period of activity. Early Bronze Age (Beaker) material is known from here, as well as Apes Hall and the main island. Remains from this period lie above the lower peat deposits. An Early Bronze Age burial is known from Plantation farm. It appears that again the attraction was the roddon and the dry ground surrounding it. There are no funerary monuments known in the parish. Iron Age remains are also less represented than elsewhere, supporting the oft held belief (until disproved by the Fenland Survey) that much of the fens were too wet and marginal for occupation in this period. This is surprising as extensive Iron Age activity (including settlement) is known from the part of the Isle of Ely immediately opposite across Wood Fen. On Butchers Hill, a late Bronze Age site continued to be occupied into the Iron Age, and a small number of the Roman sites have late Iron Age antecedents.

Roman activity in the parish is indicative of an industry that was common in the fens in this period, being the salt industry. The roddon of the Old Croft at this stage comprised a wide silt deposit with a central channel of salt water. The silt banks provided a reasonably dry base for occupation and activity, and the peat deposits either side of the roddon provided fuel for the salt extraction process. The current theory of the Roman Fenlands still suggests that the area was an Imperial estate probably managed from Stonea Grange. However evidence of a high status building in the form of painted plaster and tile, as well as imported glass and Samian ware has been excavated at Camel Road. In addition, pieces of mosaic were revealed by ploughing near Little Ouse. It is unlikely that these are from sites in the town itself.

There are no known sites or activity from the Saxon period apart from a possible hut site at Hill Farm in the north-west of the parish, residual pottery fragments at Apes Hall and a piece of Ipswich ware at Decoy Farm in the south-east. The latter is near the old course of the Ouse, and given the presence of Ipswich ware on the Ouse at Broad Street, Ely is probably connected to water-borne trade to the south.

Archaeological

The archaeology of Littleport is dominated by the findings of the Fenland Survey, and in particular the Roman sites, and the excavations at Peacocks Farm.

With regard to known archaeology, the bulk of evidence dates for the Roman period. Circumstances coincided to provide the ideal environment for the industry of salt extraction. By this period the Old Croft comprised a broad sandy bank with a narrow stream channel in the centre. On either side of this channel are the peat fens. This topographic arrangement provided both a stable environs for the actual salterns and also the fuel required for the extraction process.

The intensive nature of this industry is impressive, with around 35 salterns and settlements known from the parish concentrated along the roddon of the Old Croft and its tributaries. In size these vary from 3.2 hectares to single huts and scatters of briquetage. A large complex including cropmarks of house plots, tracks and enclosures is known on Apes Hall island. On the main island, excavations at Camel Road have revealed activity close to where the roddon closes on the island. The date range of this site covers the whole Roman period, and also a wider range of agricultural/industrial activity

The excavations at Camel Road are one of two large scale pieces of archaeological fieldwork that have taken place in the historic core under modern conditions, with the second being at Highfields Farm. Of the two, Camel Road has provided the greatest amount of data. The excavations at Camel Road took place in 1997 and 1998, and have not been fully published as yet. The vicinity is known as an area of Roman activity, with the Fenland Survey recording earthworks of a probable Roman date. The excavations revealed a possible saltern site and ancillary structures, although the finds included Samian pottery, slip wares, glass, imported stone, roof, floor and flue tile, and painted plaster. These indicate the presence of a higher status residence or site nearby, with the possibility being mooted that the overseer for the salt industry may have lived in the area.

Elsewhere around Camel Road, more recent work has located a palaeo-channel of the Old Croft that contains large amounts of pottery shards. This is suggestive of a nearby kiln and pottery industry. Horningsea ware has also been discovered, although interestingly no coins, which is unusual for a high status site. Camel Road marks the area where the Old Croft met the higher ground of the main island, and as such it is expected that this and adjoining areas would be of high archaeological potential. However most of this lies under the current town. On the Camel Road site, the stratigraphy comprised 20-35 cm of overburden, with approximately 60 cm of archaeological deposits overlying the alluvial silts that formed the natural. Water logging was encountered at 70-80 cm below the ground level, but although this may offer potential for preservation of environmental and archaeological features this was beyond the depths of most of the deposits.

Highfields Farm comprises around 80 hectares of land that was evaluated prior to development. The area covers the north and northwest slopes of the main island, including what is almost the highest point. It was expected that this area would reveal much evidence of earlier activity and occupation, especially as modern development or agriculture had not disturbed the site. However, surprisingly the site had little on it.

Geophysical survey proved that the soils were unresponsive beyond the identification of ridge and furrow. The hilltop area revealed some Neolithic activity, including Peterborough Ware pottery. The hilltop also attracted some Bronze Age activity, with a single cremation, flints and Beaker pottery. These finds suggest that the hilltop may have been an attraction or focus for activity in these periods. The lower slopes towards the fen edge revealed possible Late Iron Age / Roman ditches, probably field boundaries, confirming that the northern fen edge was an area of activity in this period, but again not the actual hill itself. After these ditchers, the only other activity comprised ridge and furrow dating from the 14th century.

The lack of activity on the main island is curious, as it would be expected that this area would be the main focus for occupation in the area. However it is worth noting that elsewhere in the

region, such as at Ely, the main focus for prehistoric settlement was the western slope of the island, which this work did not really touch on. Even so however, the lack of any activity on the hilltop is still unusual, and the only conclusion is that Littleport was not heavily occupied until the Roman period. A small piece of work at Millpit Furlong, on the eastern slope, also revealed nothing.

Elsewhere within the historic core, little archaeology has taken place. Evaluations at places along Wisbech Road have confirmed that the north side was marginal land and too wet for occupation. It is unfortunate that the estate to the south side was not subject to a programme of archaeological investigation as it was built before the advent of PPG16. Very little in Saxon or mediaeval material is known from the core apart from pottery scatters and a well of possible mediaeval origin. Other finds comprise stray finds and fieldwalking results.

Outside the historic core the archaeology is dominated by the Roman sites on the roddon, Apes Hall and also the prehistoric sites at Peacock's Farm. These confirm that the main areas of activity were away from the actual island and centred along the water courses. The roddon network is extensive in Littleport parish, thus providing potential for many aspects of archaeology in the area.

Prehistoric

Prehistoric remains within the historic core are minimal. It would be anticipated that the higher ground on the main island would be attractive to settlement from this period, but this does not appear to have been the case. However it is possible that very early features remain undiscovered, especially on the areas of exposed gravel. The highest point of the island does appear to have had a focal role but this was not particularly intensive. However it did indicate that Neolithic and Bronze Age activity lies in the vicinity. It appears that the later Iron Age saw settlement along the northern fen edge, predating Roman remains in this area. Field boundaries have been found along the higher ground, showing the use of the area for agriculture. However it is interesting to note that the main activity lies on the north, away from the settlement on Ely island and on the Old Croft. This suggests that the main catalyst for settlement here was access to the river.

Roman

Although the main features of Roman occupation lie along the roddon network and not in the historic core, there are sufficient remains within the historic core to draw a picture of Roman period Littleport. It has been seen how Iron Age remains probably exist along the northern fen edge, with field systems stretching onto the island. This pattern of permanent Roman settlement being predated by Iron Age occupation can be seen elsewhere in the County, and as a result it is likely that remains of settlement, agriculture and burial are to be found on this part of the island. However, the main Roman site that has been excavated on this side of the island, Camel Road, did not reveal anything predating this period. This is because the site lay on the very edge of the fen, and as such was probably too marginal for Iron Age occupation. River channels are known from the site, the vulnerability of which was demonstrated by the residues of flooding in the 2nd and 3rd centuries. Analysis of aerial photographs and more recent work here has shown the presence of palaeochannels, some of which contain Roman pottery.

The finds at Camel Road suggest the proximity of a high status site, possibly a villa. This is indicated by the painted plaster, flue tile and imported stone, whereas the pottery found includes imported wares. It is likely that the salt industry was controlled from such a residence, especially if the fens were an imperial estate as has been suggested. It is likely that the river again was the main focus for settlement and activity, although the presence of field boundaries at Highfields farm and evidence of changing land use at Camel Road demonstrates that this was not the only attraction or activity in the area.

Anglo-Saxon & Mediaeval

There are no Saxon sites known in the historic core, and very little known in the remainder of the parish. The watercourse would have been of interest, and given activity elsewhere in the fens it is unlikely that this island and surrounding area would be overlooked. It is most likely that the later Saxon settlement lies beneath the current town. Although it has to be pointed out that the limited extent of mediaeval dry land does reduce the potential area for settlement. The mediaeval village grew around a core centered on the parish church; presumably the manor centre was also nearby. It is likely that the village was aligned east-west, with the church to the west and an upper and lower road (High Street and Wellington Road respectively). The numerous small roads and alleys that connect the two are testament to this.

Wellington Road follows the 5m contour, so all land to the north of this would be marginal in its potential for waterlogging until the fens were drained fully. This stretch abuts onto the Old Croft, and perhaps an analogy with Broad Street in Ely might be possible, with the main route marking the fen edge and ancillary roads and houses leading from this to the river proper. The main island of Littleport was apparently given over to arable farming, as Midlands style ridge and furrow stretches over the whole of the ground. The furlongs marking out strips can still be seen in parts of the current field system. Given the small size of the island it is unlikely that there was any significant 'extra-mural' settlement. This is upheld by the need to reclaim and settle Apes Hall by the 13th century; pressures of land use were increasing. Interestingly, there is no evidence of ridge and furrow at Apes Hall, suggesting that the pressure may also have been on the need for pasture for the manor.

Post-Mediaeval & Industrial

It is likely that before the advent of fen drainage programmes, Littleport suffered because of its position. Although it is situated on the main river route, it lies too close to Ely to be a viable port in its own right. Also, the islands on which it is built are in effect fairly isolated. The land routes elsewhere into the fens bypass here, and in effect it remained a small, relatively isolated island off the northern tip of the main Isle of Ely.

However, the main impetus for growth most likely came from the readiness with which the surrounding fen could be drained. As has been seen, this process began in the late Saxon and mediaeval period, and although initially with the higher islands it spread into the more marginal areas. The canalisation of the Ouse would have created an environment for reclamation, as the greater the outflow of water through the main channel the more effective boundary drains will be. Before the arrival of the Dutch engineers in the 17th century,

Littleport was probably at the forefront of drainage and reclamation on a local scale. The wide ranging solutions put in place by Vermuyden and reinforced by increasingly technological means of pumping water created the thousands of acres of farmland seen today in the parish. This was the impetus for the expansion of Littleport until in the late 19th century it was a service centre for a network of scattered farms and communities that probably covered most of the parish. The main crops were the usual fen produce of oats, potatoes and mustard, although the 1801 census records a 'Hemp Field'.

Changes in agricultural practice and the labour market saw an end to this. Littleport did have other industry, with the Hope Brothers shirt factory employing 300+ people as well as making a contribution to public life. However the factory has closed, and although an industrial presence remains in the town, the agricultural role of the town has declined, although it is still an important local centre.

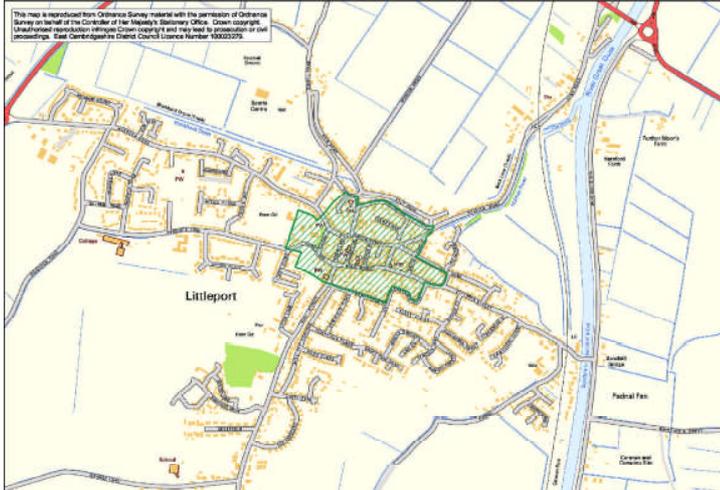
Conclusion

The island is potentially of very high archaeological significance but so far has revealed occupation of very low intensity. It is quite possible that Littleport is an example of good conditions not being fully exploited in prehistoric times, and it is true also that Roman activity appears to have been specifically related to a natural resource on that island rather than the need for general living space. However the archaeology of Littleport remains to be understood. Much of the area on the fen edge, an area of very high sensitivity, has been developed, and the sites along the roddons and palaeo-channels are subjected to heavy plough damage. Given the paucity of settlement in the main areas on the island then it is possible that much of the resource of the town has already been lost.

The services infrastructure (water, sewerage) any new development may necessitate could have archaeological implications and this will need to be given due consideration.

Cambridgeshire Extensive Urban Survey: Littleport. Draft Report 30/05/2001.

Conservation Area and Listed Buildings



Listed Buildings

- Church of St George Church Lane Littleport Ely, Cambs
- Barn, rear of No 5 High Street Littleport Ely, Cambs
- No 5 High Street Littleport Ely, Cambs
- No 29 High Street Littleport Ely, Cambs
- Barn and outbuildings rear of No 15 Main Street Littleport Ely, Cambs
- Fenland No 15 Main Street Littleport Ely, Cambs
- No 3 Station Road Littleport Ely, Cambs

Conclusion

In addition to the above listed buildings and the conservation area, there are a number of buildings of local interest in Littleport and these will impact on any development proposals for the town centre. A Conservation Area Appraisal of Littleport is to be carried out in 2010 and the results of this will need to be incorporated in the masterplan.

Swan flight Routes

Migrating swans do not follow set flight corridors or routes when they return to Welney during the winter months. They also leave the reserve to feed on surrounding farm land during the day so there is a constant coming and going in all directions. (RSPB).

The WWT has recently launched its Super Whooper Project that aims to determine the migration routes that the swans take, the heights and speeds at which they fly, and the effects of weather conditions on their flight patterns. They have fitted satellite tracking devices to whooper swans caught in different parts of the country, to track them from Britain to Iceland over the migratory period. These include 15 swans from Welney. Once the project is complete and the data analysed more information about swan flight routes will be available.

Both the RSPB and WWT do not envisage future development in Littleport having an impact on swan flight routes, though the Super Whooper Project finding will be able to confirm this.

Aeroplane Flight Paths

To the east of the County there is the main flightpath / controlled airspace for both RAF Mildenhall and RAF Lakenheath, which are American Airbases.

DRAINAGE AND FLOOD RISK ISSUES

Flood Risk

The two principal sources of flood risk in the ECDC area are overtopping of the main river embankments and breaching of the main river embankments. Although other sources of flooding exist (e.g. from surface water run-off or IDB pump failure), these two principal sources constitute the main risk of extensive damage to property and risk to life.

Overtopping is when the bank full capacity of the river channel has been reached, hence flood waters spill out of the channel over the embankments inundating the surrounding land. Breaching of raised earth embankments can result from overtopping of the embankments either by weiring or wave action, give rise to erosion of the landward face leading to a catastrophic collapse of the embankment. The worst case scenario of a breach occurring will be when the water level in the river is at, or exceeding the embankment crest, meaning the maximum volume of water will inundate the surrounding land at very high velocities.

A Strategic Flood Risk Assessment (SFRA) was undertaken for the East Cambridgeshire area in 2005 by Atkins (Report No 5031051/073/dg/051). This summarised the results of extensive analysis of the river and flood models and flood defences in the area and concluded with the production of more detailed flood maps for the East Cambridgeshire area. It should be noted that the SFRA was undertaken prior to the publication of Planning Policy Statement 25 "Development and Flood Risk" (PPS 25) in 2006. Although the SFRA takes some account of the future effects of climate change, it may be subject to further review.

Currently a large proportion of Littleport is in Flood Zone 3 as described in paragraph 30 of Planning Policy Guidance Note 25 Development and Flood Risk (PPG25) (Ref 1). The Environment Agency Flood Map shows that the majority of the Littleport area is located within the 100 year fluvial undefended floodplain



East Cambridgeshire
District Council

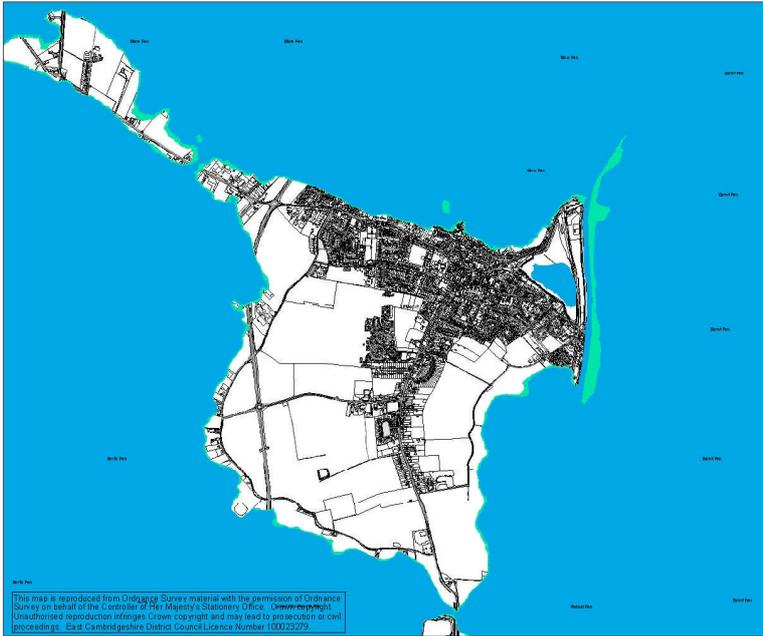
Flood Risk: Littleport

Key

- EA Flood Zone 3
- EA Flood Zone 2



1:17,000



Term	Definition
Flood Zone 3 (Modelled)	Area at risk of flooding from a fluvial event with a return period of 100 years or less and/or from a tidal event with a return period of 200 years or less, <u>assuming a breach of defences</u> ¹ .
Flood Zone 3 (Environment Agency)	Area at risk of flooding from a fluvial event with a return period of 100 years or less and / or a tidal event with a return period of 200 years or less, <u>assuming the absence of defences</u> ^{2,3} .
Flood Zone 2 (Environment Agency)	Area at risk of flooding from a fluvial event with a return period of 100 years or less and / or a tidal event with a return period of 200 years or less, <u>assuming the absence of defences</u> ^{2,3} .
Zone of Rapid Inundation (ZRI)	An area adjacent to defences in which the consequences of a breach would be potentially catastrophic or fatal. See section 3.4.13 for a description of how this was derived.
Defence offering protection below minimum standard	Term taken from paragraph 31 of PPG 25 (ref 1). PPG25 offers no specific definition of "appropriate". In this study an appropriate standard is taken as 100 years for a fluvial defence and 200 years for a tidal defence.
Area Benefiting from Defence to an Appropriate Standard	Land that <u>would</u> flood during a fluvial event with a return period of 100 years <u>or more</u> and/or a tidal event with a return period of 200 years <u>or more</u> if it were not for the presence of a defence.
Area Benefiting from Defence to <u>less</u> than an Appropriate Standard	An area protected to less than the appropriate standard that would flood more frequently if not for the presence a defence.
Extent of Modelling	A marker showing the maximum extent of flood outlines generated by breach modelling (not used on all maps).

Table 4-1 Definition of Terms used in Flood Zone Maps

Settlement Name	Source of Flood Risk	Mechanism of Flooding	Flood Defences	Effect of Climate Change	Accuracy of Assessment
Littleport	<p>Principal source of flood risk is a breach from the Bedford Ouse or Ely Ouse.</p> <p>There are two terminal pumping stations (TPS) that feed the STW at Camel Road and Wisbech Road (Source: Anglian Water) (l).</p> <p>Surface water drainage (m).</p>	<p>Breaching or overtopping of Bedford Ouse and Ely Ouse defences. Littleport was flooded during 1947 and 1937 events. During 1937 Junction White Hart Lane and Station Road under at least 6" of water (Source: Ely Group of IDBs) (k).</p> <p>Both TPS's have a CSO which outfalls to the ditch. Small risk in times of flood that the water passes the TPS via this outfall reducing ability to pump which may have foul flooding</p>	<p>Bedford Ouse is protected to at least 100 years, embankments are well maintained (ref 17).</p> <p>Standard of Protection offered from the Ely Ouse along this section is at least 100 years (ref 9).</p>	<p>Environment Agency flood defences and IDB pumping stations are each designed for a specified standard of protection and design life. The standard of protection and design life vary across the District for each defence or pumping station. The existing defences/pumping stations have not been designed to accommodate climate change. Climate change is now recognised and new defences/pumping stations are being designed to</p>	<p>Assessment uses output from 2d modelling. This method is the most reliable of those used in this study and will provide an appropriate representation of flood process.</p>

		<p>implications for the local area (Source: Anglian Water).</p> <p>Localised recurring flooding from nonfree-flowing watercourses. All surface water from Victoria Street area is discharged into an unmaintained watercourse. Croft/Holmes watercourses not free-flowing. Over topping of Holmes River bank due to increased water levels caused by highways flooding. Floods gardens in City Road and Victoria Street (Source: Littleport Parish Council).</p>		<p>accommodate the predicted increases in depth and duration of flooding. DEFRA guidance, FCDPAG4, recommends that when appraising flood defence or pumping station schemes to allow for a 20% increase on watercourse flow by year 50. Any increase in watercourse flow effectively reduces the standard of protection provided by the defence or pumping station. Any defence protected by flood defences or pumping stations need to consider the future implications of climate change. This is especially true when the development exceeds the design life of the existing flood defences/pumping stations. For advice, consult with the Environment Agency and IDB.</p>	
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ECDC Strategic Flood Risk Assessment – Atkins

The purpose of the flood maps, in conjunction with PPS 25, is to steer new development to areas at the lowest probability of flooding (Zone 1). This is known as the Sequential Test. As part of this test, PPS 25 categorises different land uses into a “vulnerability” class, ranging from Essential Infrastructure, Highly Vulnerable, More Vulnerable, Less Vulnerable and Water compatible Development.

If a proposed development site is of a certain size or is located in an area at high risk of flooding, then a Flood Risk Assessment will need to be undertaken to accompany the planning submission for the development. This will need to consider the flood risk to the site, the vulnerability of the land use to flooding, and risks to occupants among other things. The table below shows the general advice for planners when considering if a development is acceptable in an area at risk of flooding.

Flood Risk Vulnerability classification (see Table D2)		Essential Infrastructure	Water compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone (see Table D.1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	x	Exception Test required	✓
	Zone 3b 'Functional Floodplain'	Exception Test required	✓	x	x	x

Key:

✓ Development is appropriate

x Development should not be permitted

The Exception Test is a measure of whether the value of a new development outweighs the potential flood risk that it may have. It should contain a review of all other available sites to demonstrate that the chosen site is the preferable one, and it needs to be written in conjunction with local authority planners. Ultimately the decision regarding then Exception Test lies with the local authority.

Although any decision on land allocation will need to be based on the specific flood risk character of the site, it is possible to group the settlements into three broad flood risk categories. Littleport is classified as Category 2 - "Settlements within an area protected to an appropriate minimum standard of defence and partially inundated by flooding from a breach".

These settlements lie within the fens area, and are protected to an appropriate minimum standard. However, in the very unlikely event of a breach to the Bedford or Ely Ouse systems, property on the slope of the settlements would be inundated. Further development in these slope locations would also be inundated by a breach flood.

Drainage - Surface Water

The Kerridge District lies to the west of the Ely Ouse River and north of Leytons Catchwater. This District lies at the bottom of the south eastern slope of the Fen Island Town of Littleport. Surface water from the town of Littleport is intercepted by the Padnal Catchwater Drain (maintained by the Board), which discharges by gravity into the Ely Ouse. Catchwaters prevent intercepted surface water being pumped by the Board, or overwhelming of pumping plant causing flooding within the District.

All surface water from Victoria Street area is discharged into an unmaintained watercourse. The Croft/Holmes Watercourses are not free-flowing and this results in localised recurring flooding. Over topping of Holmes River bank due to increased water levels caused by highways flooding often floods gardens in City Road and Victoria Street (Source: Littleport Parish Council). Anglian Water have had past sewer flooding incidents reported on Silt Road,

Camel Road, City Road and The Hythe in Littleport. Their past reported flooding have on record was in 2006.

Any development in Littleport is likely to increase the impermeable area and therefore result in an increase of surface water runoff following rainfall. This, in turn, would increase the potential for downstream flooding unless mitigation is provided.

In line with the recommendations of PPS 25, new development is generally expected to attenuate surface water runoff to existing or even "Greenfield" rates. Greenfield runoff rates are the theoretical rates from an undeveloped site. Any attenuation of surface water would also need to take account of the future effects of climate change through increased rainfall intensities.

The most preferable methods of attenuation are Sustainable Drainage Systems (SuDS) which include grassed swales, balancing ponds, detention basins, soakaways, permeable paving, cellular storage, green roofs and others. These are all methods of storing or infiltrating rainfall runoff without increasing peak runoff rates and therefore not increasing the risk of downstream flooding. Any sites identified for expansion in and around Littleport should consider at an early stage the runoff that will be generated and the opportunities for utilising different forms of SuDS. Some SuDS can have a large footprint, such as balancing ponds and detention basins, and therefore would need to be included at the earliest stage of the masterplan process.

Drainage – Foul Water

The Core Strategy Amendment – Preferred Options paper, produced by East Cambridgeshire District Council has a section on sewage treatment in Chapter 6. This states the following:

Littleport - New allocations outside the current development envelope may require local reinforcements of the water supply network. Littleport sewage treatment works is at capacity and requires upgrading, and local reinforcements are also required to the foul sewerage network. It is therefore requested that new allocations should be phased to come forward post-2011.

Conclusion

Flood risk is the biggest constraint to the future development of Littleport. Any areas for expansion will need an assessment of flood risk undertaken for them in accordance with PPS 25 and the SFRA. Given the location of the areas at high risk of flooding, the most appropriate areas for future development would seem to be to the south and west of Littleport, with the areas close to the river and to the north being particularly restricted. With regard to sewerage and drainage, consideration should be given to alternative methods of sewage treatment where possible, such as the utilisation of reed-bed systems or similar to provide secondary and tertiary treatment

CONTAMINATED LAND ISSUES

Geology

Introduction

The British Geological Survey map, Sheet 173, (Ely – Solid and Drift) shows the Town of Littleport to be underlain by the Boulder Clay. In turn, this is underlain by the Kimmeridge Clay over the Ampthill Clay, both from the Jurassic period. During the Cretaceous and Jurassic era much of the area was covered with shallow tropical and sub-tropical seas.

Towards the north and the south east of the Town, there are areas of Glacial Sand and Gravel south of the city. The Quaternary glaciations of 250 000 to 18 000 years ago saw ice sheets up to several thousand feet thick cover the district. Following the retreat of the ice, when temperate climates returned and the broad glaciated hollow that was to become Fenland was in filled with mud and peat.

Era	Period	Formation	Typical Thickness (metres)
Cainozoic	Quaternary	Glacial Sand and Gravel	0 to 10
Cainozoic	Quaternary	Glacial Boulder Clay	0 to 10
Mesozoic	Cretaceous	Lower Greensand-Woburn Sands	0 to 10
Mesozoic	Jurassic	Kimmeridge Clay	15 to 46
Mesozoic	Jurassic	Ampthill Clay	20-50

Table1: Geological Succession Expected at the Site According to the BGS Map

Foundation Assessment

From the information obtained, Glacial Boulder Clay is likely to be encountered and it appears as though shallow strip foundations may be a suitable solution for any proposed low-rise residential and commercial buildings providing no trees are in close proximity.

Glacial Boulder Clay generally encountered at the depth at which shallow spread foundations would be constructed, is described as firm to stiff thus indicating an undrained shear strength of approximately 75 to 150 kN/m². However, Boulder Clay can be variable in its strength and material properties thus affecting the foundation design solution. As with all long established residential settlements many areas have been redeveloped many times which can result in ancient fill, there are also areas of slit, both of which is likely to need engineered foundation designs.

This can be confirmed following a ground investigation.

Recommendations for Ground Investigation

Before any potential sites are developed, a ground investigation will be required in order to assess the ground and groundwater conditions at the site and establish geotechnical parameters for foundation design. Boreholes and trial pits are likely to be the most suitable form of exploratory holes for the ground conditions in order to produce engineering geology logs and to provide samples for geotechnical and geoenvironmental testing. The scope of the works will need to be such that it meets the requirements of BS5930 (1999)/EN Eurocode 7.

Hydrogeology & Hydrology

Littleport is predominantly underlain by geological formations classed as Non-Aquifers. A Minor Aquifer exists to the south of the village, comprising the Glacial Sand and Gravel Unit of the Lowestoft Formation.

Geological formations comprising major aquifers are considered to be highly permeable usually with a known or probable presence of significant fracturing. They may be highly productive and able to support large abstractions for public water supply and other purposes. The groundwater may be abstracted to produce large quantities of potable water or could be important for local supplies and as a possible future groundwater resource. These aquifers provide base flow to rivers.

Although minor aquifers are unlikely to yield quantities of water substantial enough for abstraction, these aquifers are important for base flow to rivers and could be utilised for local supply.

The surface water bodies located predominantly to the east of Littleport, comprising the River Great Ouse, are potential sensitive receptors to any contamination, as are the drains and ditches that feed into this river.

Contaminated Land

Areas considered for re-development would require contaminated land assessments to be undertaken. As a minimum, Planning Policy Statement PPS23 requires that a desk study and site walkover are undertaken to constitute a preliminary investigation which provides an initial assessment of land contamination risks.

Where risks are identified, investigations would follow a tiered approach as follows:

- Phase I Preliminary Investigation and risk assessment (Desk Study)
- Phase II Exploratory / Main Investigation and risk assessment (intrusive ground investigation and monitoring)
- Quantitative Risk Assessment
- Phase III Development and Implementation of Remediation Strategy
- Verification of remedial works (and long-term monitoring if required)

Re-development of brownfield sites carries greater risk of contaminated land, although potential

for contamination also arises at land with previous agricultural uses and even greenfield sites. The majority of developments for residential purposes will require an assessment for the potential for land contamination, as will a lot of commercial developments.

Sites where significant investigation and remedial works will most commonly be a requirement through the planning process would include many sites across Littleport. The sites would include areas identified as having potentially polluting historic uses or current use, typically comprising small industrial units (e.g. garages, filling stations, yards, depots, smithy's) as well as allotments, coal yards and landfills.

Developments would require consideration on a site-by-site basis, through which any remediation required would be dealt with under the planning system.

Noise and Air Quality Issues

Noise

The major noise sources in Littleport include roads (especially those that currently accommodate heavy traffic such as the A10), the railway and certain types of industrial developments. Proposals to introduce noise sensitive receptors to any area, in the form of new residential properties, hospitals or schools, must be carefully considered and as far as practicable they should be located away from existing noise sources.

Planning Policy Guidance 24 (PPG 24) guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise sensitive developments and for those activities, which generate noise. The impact of noise can be a material consideration in the determination of planning applications, and as such, if existing or proposed noise levels are found to be too high planning permission will be refused or noise control conditions applied.

PPG24 has a number of annexes that gives greater detailed guidance, which includes:

- Noise exposure categories for dwellings
- An explanation of noise levels
- Gives detailed guidance on the assessment of noise from different sources
- Gives examples of planning conditions
- Specifies noise limits
- Advises on potential insulation of buildings against external noise.

With respect to road traffic noise the Highways Agency implements the Governments policy, which is to mitigate the effects of noise arising from traffic on the strategic network. Where new trunk roads are proposed the Highways Agency will undertake noise assessments and using the document "The Calculation of Road Traffic Noise" they are able to assess entitlement of individual properties to noise insulation measures. Concerns about increased traffic noise from existing trunk roads is dealt with by the Highways Agency having a target to

resurface the network progressively with quieter materials. In addition they have a "Noise Mitigation Programme" which aims to address the most pressing noise problems nationally.

Under the Environmental Protection Act 1990 the local authority can deal with complaints of noise nuisance from existing commercial or residential premises. Investigations are undertaken, which may include noise monitoring, to establish the most appropriate form of action, whether that is the provision of advice, the recommendation for mediation or as a last resort the service of formal notices and any subsequent enforcement action that may be required.

Air Quality

Air quality assessment work carried out by East Cambridgeshire District Council under the Local Air Quality Management framework shows that air quality in Littleport is generally good and achieves the national objectives. It is therefore unlikely that air quality will be a constraint to development although there are exceptions to this;

- The main potential constraint with regard to air quality will relate to any traffic impacts of development. Any significant increase in traffic along roads with nearby residential properties may cause a problem. Assessment on a case by case basis will need to be carried out.
- Any new industrial installations, especially those regulated under the Environmental Permitting Regulations 2007 and the Pollution Prevention and Control Act 1999, may require Air Quality Impact Assessments to be carried out to ascertain whether any significant impacts will arise from the development and if so whether any mitigation measures are appropriate.
- In addition to the Local Air Quality Management framework, any proposed developments close to potential sources of nuisance, including odour, will require consideration to minimise the potential for nuisance to arise.

Ecology

Nationally Designated Sites

The Ouse Washes SSSI



<http://www.natureonthemap.org.uk/map.aspx?m=sssi>

The Ouse Washes are a designated SSSI and also have significant international importance – see below.

Shippea Hill SSSI



<http://www.natureonthemap.org.uk/map.aspx?m=sssi>

Shippea Hill is important for the studies of Flandrian sea-level change and environmental history in the Fenland through the integration of palynological, sedimentological and

archaeological investigations. It is a key location for dating the classic 'Fen Clay transgression' of the southern Fenland. Historically it is also important in the application of multidisciplinary research methods in environmental reconstruction.

Internationally designated sites

The Ouse Washes is designated a Special Protection Area, Special Area of Conservation and Ramsar Site which has been identified as being of national and international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.

County Designated Sites

Within Littleport the Little Ouse River is designated a County Wildlife Site. County Wildlife sites are those sites considered to be of particular local importance for nature conservation at County, rather than national level.

Key Landscape Views

The following views were identified as memorable by the Littleport Partnership during a meeting held on 14th June 2006:

- The view of Ely Cathedral from Grange Lane
- The View of sunset from the River Great Ouse
- The Views of the countryside from the schools
- The view of St George's Church from Station Road and from the A10
- General sunset views from the town looking out to the Fens
 - Areas around Little Ouse – Shippea Hill
 - View from Padnal
 - View of boat moorings from Sandhill Bridge
 - View from Grange Lane across Little Downham

Conclusions

The areas identified above are particularly sensitive and significant wildlife areas and as such due consideration should be given when proposing development in and around them.

Appendix 2 - Littleport Socio-Economic Summary Report

Demographics

Littleport has a population of 8130, which makes up almost 10% of the District population.

Whilst the population of Littleport East (5200) is not forecast to increase between 2007-2021, the population will age. By 2021 29% of the population will be aged 65+ (an increase of 8% from 2007), The number of people aged 65+ in the district will increase at a similar rate from 16.7% in 2007 to 24.3% in 2021. 48% will be aged 25-64 (a decrease of 4%), 10% will be aged 15-24 (a decrease of 1.5%) and 15% will be aged 0-14 (a decrease of 4%).

The ward of Littleport West is expected to increase by 75% by 2021 from 2800-4900; but the age structure is more stable. The proportion of the population aged 65+ will remain the same at 18% in 2007 and 2021. By 2021 51% will be aged 25-64 (an increase of 5%), 12% will be aged 15-24 (a decrease of 2%) and 18% will be aged 0-14 (a decrease of 3%).

The district population is forecast to increase by 2.6% by 2021. 81.5% of this growth is forecast to occur in Littleport West due to major housing development.

Littleport does not appear to have significantly high numbers of older people within the community. The number of residents within other age categories is similar to the national average. The largest age group is 25-44 years in both wards.

The Output Area Classification (OAC) is a system that distils key results from the 2001 Census for the whole of the UK at output area level to indicate the character of local areas. 57% of Littleport East residents live in areas classified as 'Countryside', defined as:

"Residents in these rural areas are likely to work from home and to be employed in agriculture or fishing. They often live in detached houses; in households with more than one car. Areas are less densely populated than other parts of the country".

52% Littleport West residents live in Blue Collar Communities defined as:

"Housing in these areas is more likely to be terraced housing rather than flats and residents mainly rent from the public sector. There is a high proportion of 5-14 year olds. Residents tend to have fewer higher educational qualifications than the national average. A high proportion work in manufacturing, retail or construction".

Health

Life expectancy for Littleport residents is slightly lower than that nationally. The majority of Littleport residents regard themselves as in good or fairly good health. Only 9% of the population reported not being in good health (the same as the national average) and 17% Littleport West and 18% Littleport East residents have a limiting long-term illness (the national average is 18%).

Though estimated binge drinking and estimated smoking levels are high, they are in line with the national average. Obesity levels are higher, a quarter of people in Littleport East and 28% of people in Littleport West are estimated to be obese (compared to 20% nationally).

Teenage Pregnancy Rates are higher than they are nationally but particularly so in Littleport West. For the time period 2003-2005 Littleport West had a teenage conception rate that was the 15th highest in the county (NHS Cambridgeshire).

Unemployment and benefits

Unemployment in Littleport is lower than it is nationally; the trend is an increase in the figures, which is higher for Littleport West than East in the long term but the change has been smaller in Littleport West in the short-term

Figures show that for every job centre vacancy there are 4 claimants from Littleport West and 6 from Littleport East (national average is 5). This indicates that although unemployment is low there are not enough jobs in Littleport for those currently without a job.

With regard to benefits, there are significant differences between the two Littleport wards. Claims from Littleport East for every type of benefit are lower than the level nationally, in some instances significantly lower.

Claims from Littleport West for bereavement, carers and lone parents benefits are higher than the district and national average, particularly for lone parent benefits (2.53 claims per 1000 residents, compared to 0.99 for Littleport East and 1.92 nationally) and working benefits are higher than the district number (14.86 claims for Littleport West, 8.9 for East Cambs.)

With the exception of Severe Disablement and State Benefit, the number of claimants for each of the various benefits is higher from Littleport West than Littleport East. Although the number of claimants from both wards is lower than the national figure for Incapacity Benefit, Income Support and Job Seekers Allowance, for Attendance Allowance, Pension Credits and the State Pension it is much higher.

Compared with the district figures all claims for Littleport West are higher except the number of State Pension claimants, yet the number of pension credit claimants is almost double district figure. Claimant numbers for all types of benefit are higher from Littleport East, in particular severe disablement benefit claimants and pension credit claimant numbers.

Deprivation and inequality

Littleport has some of the highest scores for deprivation compared to other areas in the district, in particular in 'Education, skills and training' and 'income deprivation'. Littleport West has an average education score of 41.19 compared to Littleport East's score of 29.99 and the national average score of 21.57.

Access to services

Access to services is very good for Littleport residents with the exception of access to a secondary school.

Economy

The largest industry in Littleport is Agriculture, accounting for 20% of industries in Littleport West and 18% in Littleport East. Compared to national figures there are higher numbers of agriculture, motor trade (Littleport West) and Production (Littleport West) industries in Littleport, but lower numbers of property and business, hotels and restaurant businesses and in Littleport West retail businesses. In Littleport West businesses are confined to seven types only, agriculture, motor trade, production, property & business, retail and wholesale, there are no education, finance, health, hotels & restaurant, communication or public administration and defence enterprises. Industries are more varied in Littleport East, though there are no education, finance or health businesses. The mix of retail provision in the town centre is limited.

All businesses in Littleport East have fewer than 20 employees, 86% have less than 4. 75% of businesses in Littleport West also have less than 4 employees. There are no large businesses in Littleport employing 200 or more people (31% people nationally are employed in large businesses). 92% of Littleport East and 83% Littleport West businesses are micro businesses (employing less than 10 people), the national average is 85%.

Littleport has significantly lower levels of employment in knowledge driven services and knowledge driven sectors than nationally. Littleport West does have slightly higher than average levels of employment in knowledge driven production sectors. 26% of employment in Littleport West is in medium-high tech companies, well above the national average of 2%. Employment in high-tech and R & D companies is very low, as it is nationally.

92% of commercial and industrial floor space in Littleport West is for industrial use; the national average is 65%. There is no retail floor space in Littleport West. In Littleport East 65% is industrial and 26% retail. Both wards have less office floor space than nationally.

The retail vacancy rate in Littleport is low, 1.7% but footfall is declining, though it did increase slightly in 2009.

Labour Market

There are 1,500 jobs in Littleport spread pretty evenly across the two wards. 28.5% are in Primary, manufacturing and construction sectors and 71.5% in services.

The employment rate in both wards is higher than nationally, 65% in Littleport West and 68% in Littleport East compared with 62% nationally. It is particularly high amongst females in Littleport East and males in both wards. The economic activity rate is also higher overall for both wards. Littleport has fewer students, both economically active and inactive than the district or nationally.

As at October 2009 Littleport East had the highest number of unemployed people in the district (113/3.6%). Littleport West has the highest proportion of unemployment 3.7%.

Over a third (35%) of unemployed people in Littleport West are aged 16-24, the figure for Littleport East, and nationally is 27% and 26% respectively. Littleport West has fewer people aged 50 and over in unemployment –10% compared with 16% Littleport East and 19% nationally. Interestingly in Littleport East there are no unemployed people who have never had a job, whereas 9% of the unemployed in Littleport West and 9% of unemployed people nationally have never worked.

The self-employment rate is slightly higher than it is nationally as is the percentage of people working from home in Littleport East (it is slightly lower in Littleport West). 20% of workers in Littleport East and 21% in Littleport West work 49+ hours a week compared to 16% nationally. Incomes are higher in Littleport East than West, where net weekly income is £18 lower than the national average.

Around half the working population of Littleport East and West travel less than 10km to work or work from home. This figure is similar for the district, but higher nationally, at 67.4%. However, whilst only 7.7% of people nationally travel between 20-40 km to work, 22.9% of Littleport East and 23.6 Littleport West residents travel the same distance. This could be due to the rural nature of the area and the fact that fewer jobs are available locally. Despite close proximity to a train station, only 6% Littleport East and 7% Littleport West workers use public transport to get to work compared with 15% nationally. Almost 75% of Littleport residents travel to work by car.

The industries that employ the most Littleport residents are public services and real estate. The breakdown of industry of employment for Littleport residents is similar to that nationally with the exception of employment in banking and public services, where in Littleport it is lower and employment in agriculture where rate for Littleport is higher.

When looking at the workplace figures there are many more differences. The industries that employ the most of the workplace workforce are manufacturing at Littleport West (35%) and retail in Littleport East (20%). Nationally the largest group are employed in retail (17%). Industries where employment in Littleport is higher than nationally are construction, education, health, other services (Littleport East only), Transport (Littleport East only) and Littleport West has higher levels of employment in manufacturing and textiles. Rates of employment in banking, public administration, real estate, engineering and higher education are lower in Littleport than nationally.

Littleport has fewer people than nationally who are employed in higher and intermediate managerial/professional, supervisory, clerical, junior managerial/administrative/professional roles, but a higher number of people who are skilled manual workers, semi-skilled and unskilled manual workers.

Skills

Qualification levels across the parish are very low. 40% of residents from Littleport West and 35% of residents from Littleport East have no qualifications compared to the national average

of 31%. Levels of those qualified to NVQ 1 are higher and NVQ 2 is similar to the national average. However, only 10% and 12% Littleport West and East residents respectively are qualified to NVQ level 4 and 5 (degree level) compared with 21% nationally.

GCSE attainment is also low across the parish – particularly in Littleport West where only 38.9% of pupils gained 5 or more GCSEs A*-C grade, compared to 52% of Littleport West pupils and 60% of pupils nationally (2001). In 2006, 30% of Littleport East and 31% of Littleport West pupils did not obtain any GCSE passes above Grade D. The county average was 17% (NHS Cambridgeshire.)

Higher Education participation levels are low, but the retention and success rates of those who do participate are higher than the national figure.

Littleport has no secondary school or community education facility. 410 pupils are bussed to City of Ely Community College.

Housing.

The County Council estimates that there are 3620 dwellings in Littleport with planning permission for a further 743 between 2009-2021.

Of the current dwellings are differences in tenure between the two wards, owner occupancy is lower in Littleport West and renting, especially socially rented accommodation is high (29% compared to 14% in Littleport East and 19% nationally). House prices are lower than the national and district average but there are issues around affordability for first time buyers.

With regard to household composition, the biggest proportion in both wards is married couple households with dependent children. The figure for this and married couple households with no children is higher than the national average. There are also high levels of cohabiting with no children households, low numbers of one person households, and lower than average numbers of lone parent households.

Littleport has 9 communal residences of these 6 are care homes catering for adults of all ages in need of care/nursing (planning permission has recently been granted for another care home). These homes provide spaces for 172 residents. In addition to these there are 3 sheltered housing schemes with a combined total of 49 bungalows and 65 flats.

Littleport has very few second homes but a large proportion of empty homes, especially in Littleport East where 3.71% of all homes are empty compared to 2.95% in Littleport West and 1.88% nationally. 2.2% of these are long-term empty homes (a 10th of all the districts long term empty homes).

Building on the Highfields site has stalled in recent months. 225 dwellings have been completed out of the total 650 (as of 20 Oct 09). Only 8 have been completed since November 2007; 5 completed in 2008 (Oct/Nov); 3 completed in 2009(Aug).

Public Transport

Littleport itself is very well served by public transport, however many areas of the hinterland do not have any public transport services or only have one bus service a week.

Open Spaces/Sports Facilities and Play Areas

Littleport is fortunate to have a large leisure centre with a good range of indoor facilities, including a main and secondary sports hall, fitness suite and squash courts, as well as 36 acres of outdoor pitches including floodlit all weather facilities. A large number of clubs operate out of Littleport Leisure Centre. In statistical terms there is a small deficit of recreational space, the amount available being just below the National Playing Fields Association Standard of 2.4 hectares per 1000 population.

There is also a shortage of play areas in Littleport and across the district generally and there are issues regarding the quality of existing play facilities.

Differences between Littleport East and Littleport West wards

Littleport East	Littleport West
Population forecast to decrease by 2021	Population forecast to increase by almost double by 2021
'Countryside'	'Blue Collar Community'
	High teenage pregnancy rate
Low number of benefit claims	Higher number of benefit claims
	High skills deprivation score (IMD)
Industrial/commercial floor space – 65% industrial 26% retail	Industrial/commercial floor space – 92% industrial no retail
	High unemployment amongst 16-24 year olds
Most people employed in retail	Most people employed in manufacturing
	Owner Occupancy low, social renting high

Information still to be added

In -migration data, investor confidence, levels of business start up and inward investment, competition locally and regionally

Map of Littleport East and West wards.

Appendix 4: Current Strategic Planning Policy in relation to Littleport

Regional Spatial Strategy – East of England Plan

East of England Regional Assembly (EERA) is the regional planning body of the East of England and has a statutory duty to prepare and implement the Regional Spatial Strategy, known in this area as the East of England Plan. This sets out the number of new homes and jobs which need to be planned for in the region.

The current plan, which covers the period to 2021, requires 6,170 additional dwellings to be built in East Cambridgeshire, (taking into account past completions), a build rate of 360 dwellings per year (from 2006).

The East of England Plan is being revised however, to set new targets for the period to 2031. Consultation in respect of this review is currently underway. EERA are exploring a range of scenarios for future growth, which could require East Cambridgeshire to accommodate anything between 7,760 and 15,000 new dwellings in the period to 2031 (ie. build rates of between 390 per year to 750 per year).

The East of England Plan identifies the north of East Cambridgeshire as an area where the economic prospects need to be addressed. It also highlights the flood risk and biodiversity issues relating to the whole of the Fens area.

A draft revised East of England Plan is anticipated in March/April 2009, with formal approval scheduled in 2011.

East Cambridgeshire Core Strategy – LDF policies.

The East Cambridgeshire Core Strategy sets the strategic policies for the East Cambridgeshire district. The Core Strategy was recently approved as a sound document by the Government Inspector, following an examination in public, and is due to be considered for adoption by Full Council on 20th October 2009.

It covers the period to 2025 and is based on the current East of England Plan growth targets. A summary of the Core Strategy policies, as they affect Littleport, is set out below.

Spatial portrait:

Over the last 20 years the role of the district's three market towns as local service, employment and commercial centres has increasingly become subject to competition from Cambridge and other nearby large towns. Additional measures are therefore needed to sustain the vitality and secure revitalisation of these towns. Some regeneration initiatives have already been implemented including town centre

environmental enhancement schemes in Ely, Soham and Littleport. Littleport was previously part of the European Objective 2 Transitional area and benefited from Objective 2b funding.

Littleport's population is 7,800 and it serves a local catchment with lower scales of commercial and retail provision compared to Ely. It has a thriving high street and a good range of employment opportunities. It has had some recent housing growth with the Highfields development and it also has the advantage of rail links. There is a recreation ground but no public park or market place

Core Strategy Policies

CS1 – Spatial Strategy

- development should be focussed in 'market towns'
- development in locations with a range of services, shops and employment opportunities reduces out-commuting and need to travel, reducing carbon emissions.

CS2 – Housing

- In Littleport further land outside the current settlement boundary will not be required for housing development
- 1700 dwellings required between 2001 and 2025.
- Anticipated windfall developments for Littleport – 199 dwellings
- Large sites within settlement boundary - potential for 230 dwellings

CS3 – Gypsy and Traveller Sites

To be determined through Site Allocations Development Plan Document

CS4 – Employment

- Sufficient outstanding employment land allocations in Littleport.
- Currently 9.8ha unused employment allocations
- Suitability of existing employment allocations needs to be reassessed.
- 3.95 outstanding commitments as at 31.03.07
- Additional job growth achieved via policies for tourism, retail, and rural economy
- Office development (B1a) encouraged to locate in the centre of market towns

CS5 – Retail and Town Centre Uses

- Town centres need to be vibrant and attractive, offer a range of retail, leisure and other 'town centre uses' which meet the needs of the community and visitors. PPS6 makes town centres the focus of development.
- Littleport serves a local hinterland and Core Strategy therefore proposes limited retail and leisure which is focussed on local needs and aids regeneration of the town centre
- A need for 350 sq m of convenience (food and drink) retail floorspace identified for Littleport (which the recent planning consent for the Co-op will fulfil).

- Littleport town centre is tightly constrained by residential development and there are no obvious opportunities for edge of centre development

CS6 – Environment

- No Littleport specific policies
- County wildlife site – Little Ouse River
- Minimise resource use, increase energy efficiency, reduce carbon emissions, sustainable methods of construction. Provide a range of services and facilities so that there is less need to out-commute
- Protect and enhance the natural and built environment
- Improve biodiversity
- Encourage greater public access

CS7 – Infrastructure

- New development proposals create demand for infrastructure and community services/facilities. Planning system can help secure funding from developers – planning obligations
- Policy S3 seeks retention of important community services and facilities
- Policy S1 seeks retention of retail function of town centres
- Public realm enhancements in the market towns

CS8 – Access

- Reduce the need to travel, especially by car
- Improved public transport, cycling and walking networks

CS11 – Littleport

- Littleport is a key area for shopping, leisure, and business activity in the district
- A need for some additional convenience retail floorspace – 350 sq m
- Potential opportunities for housing development on brownfield and greenfield sites within settlement boundary
- Growth needs additional infrastructure; extension to existing 2 primary schools, identify land for a new primary school, enhanced sewage treatment, upgrading healthcare with expansion of doctors surgery, improvements to highway/walking/cycling/public transport networks.

Inspectors Report on the East Cambridgeshire Core Strategy.

The approach adopted for Littleport by the Core Strategy, for primarily regeneration rather than significant growth, was affirmed by the Inspector at the Examination in Public of the Core Strategy. She commented:-

“Policy CS 11, the core policy for Littleport, sets out a strategy to bring forward long-standing allocations and commitments in the town and encourage greater self-containment through growth in

local employment and service provision. The Council describes this as a regeneration strategy.”

“While (Littleport) has long-standing commitments for housing and employment and doubts have been raised about their attractiveness to the market, there has been a reasonable level of activity in the past two years. The CS’s focus on regeneration of the town, to maintain and foster this impetus while not proposing any new allocations, is a realistic and sound approach.”

On balance, the CS’s approach to housing growth in Littleport is sound, and it would not be appropriate to seek large new housing allocations outside the settlement boundary while the regeneration strategy is bedding-in. Therefore, Littleport can be expected to make a limited contribution to addressing the shortfall in identified sites (to compensate for the reliance on windfalls referred to in Issue 2 above). Policy CS 11 already acknowledges that some redevelopment opportunities will arise within the settlement boundary and this offers scope to identify additional sites. Nonetheless the policy requires some amendment to accord with Policy CS 2 and I recommend accordingly [RC12].

Housing Statistics

Core Strategy identifies capacity for 1670 dwellings.
468 dwellings already completed between 2001 and 2008.
Outstanding commitments of 849 dwellings including 426 dwellings on Highfield Farm.
Estimated capacity on large potential sites within Littleport for 278 dwellings.

Majority of development can take place on sites already allocated in the current local plan or on sites with outstanding planning permissions within the town boundaries.

Outstanding commitments:

Total with planning permission, Highfield Farm = 650.
Total without full planning permission = 128.

Committed sites with outstanding planning permissions in 2007:

Padnal former industrial estate = 18/23 outstanding.
Beech Court and Parsons Lane = 159/159 outstanding.
Parsons Lane Garages = 13/13 outstanding
Land at rear of Ely Road = 13/13 outstanding.

Committed sites with permission granted since 2007;

Land rear of Wisbech Road = 24.
40 Wisbech Road = 35.
Old station goods yard = 30.

Brownfield windfall sites within settlement;
57 outstanding 2007

Greenfield windfall sites;
Land adjacent Wisbech Road = 16,
Land north of Grange Lane = 71,
12 Woodfen Road = 14,
Land adjacent to 4 Ely Road = 35,
Land west of 4 Ely Road = 94

NB Inspectors report on Core Strategy directs that windfall sites should not be included in the calculation for number of dwellings to be delivered in the district over the first ten years of the plan period. Above figures for Littleport need to be reviewed to take this into account.

Appendix 5 - Littleport Community Aspirations Summary Report

This paper summarise some of the key results from previous consultation work carried out by the Littleport Partnership in the period 2000-2005.

The Littleport Partnership was a community group which was set up in the late 1990's to assist in the regeneration of Littleport Market Town, under the branding of "Our Town, Our Future". It met regularly until 2006 when funding resource to enable the group to function became more restricted. Nevertheless it achieved a substantial amount of work and it carried out extensive consultation to obtain the views of local people about the future needs of their community. It therefore provides some useful background information for the Littleport Masterplan.

The Littleport Partnership identified the following as key areas to address:-

- employment and training,
- enhancing the village environment,
- integrating the new residents from Highfields,
- involving the outlying communities,
- creating a positive image to boost both business and community confidence in Littleport,
- creating a safer community,
- addressing youth issues.

Particular projects that local people prioritised were provision of vocational training, increasing the number of car park spaces, facilitating better access to service e.g. doctors surgery, encouraging a programme of events for residents and to attract tourists, working with Police Community support officers to reduce anti social behaviour, and addressing transport and other issues of the outlying community areas such as Little Ouse and Black Horse Drove.

A Hinterland Survey in 2005 consulted those living in the hamlets surrounding Littleport and confirmed that a lack of retail facilities and public transport were the greatest issues faced by these communities. Respondents with children indicated that their children were unable to take part in after school activities, the main reasons being distance between home/school, lack of transport home and expense.

A 2006 Quality of life reports high levels of satisfaction with Littleport as a place to live – 85% were very or fairly satisfied and feel that it is a place where people from different backgrounds and communities can live together harmoniously. In the last twelve months, 71% of Littleport residents have done tasks on an unpaid basis for someone who is not a relative, and in turn 38% have had a task done for them.

Respondents were particularly satisfied with the quality and amount of natural environment, the level of leisure services available and the level of social and health services available. They were not satisfied with the level of public transport available or the job the police are doing in the neighbourhood. People living in Littleport do not feel that they can influence decisions affecting their local area. Teenagers hanging around on the streets, people using or dealing drugs and vandalism, graffiti other deliberate damage to property or vehicles are seen as a problem in the town.

The car is most popular mode of transport that people use for work, leisure activities, shopping and other activities, though almost as many walk to access leisure facilities and do their shopping. More people use the bus than the train and very few cycle.

Of those that do drive to work, 59% travel up to 25 miles, 23% travel 11-25 miles. Just over half of those who are car passengers travel up to 25 miles, 23% travel 6-10 miles, a pattern repeated by those using taxis. 69% travel to work via bus a distance of between 2-25 miles again 11-25 miles the most common distance. Those using the train travel either 11-25 miles (to Cambridge?) or 51-100 miles (to London?). As would be expected walking and cycling are only done over short distances – up to 5 miles.

People find it easy to access local shops, a post office, chemist, local hospital, public open space, train station, library, sports or leisure centre, bank or cash-point, and council offices. Only accessing a theatre or cinema got a mixed response.

The Place Survey conducted in 2008 echoes many of the findings of the Quality of Life survey. It also revealed that people who live in Littleport are satisfied with their local area as a place to live (78% Littleport East residents, 81.1% Littleport West residents) and that Littleport is a place where people from different backgrounds get on well together, though again, a number of people perceive drug misuse and drunk or rowdy behaviour as a problem. Perceptions of anti-social behaviour are higher than district and national averages in Littleport West.

The survey also reports low levels of inclusion and involvement and satisfaction with public services, especially in Littleport West. Only 3% of Littleport West and 6.3% Littleport East residents have taken part in a civic activity in their area in the last 12 months compared to 15.2% across the district and 14% nationally. Only 5.9% of Littleport West and 19.3% Littleport East residents have participated in regular volunteering in their area in the last 12 months compared to 26.7% across the district and 23.2% nationally. These statistics suggest that measures and approaches to specifically engage these communities will need to be considered when developing consultation activities for the Littleport Masterplan.

The Local Futures Child Well-being profile looks at how well children are doing in seven different domains of their life: health, education, crime, material well being, housing environment and children in need. In terms of child well-being average scores Littleport East is ranked 2260 out of 7932 wards, Littleport West 2594, and indicates that Littleport underperforms compared to both district and national standards on the overall child well-being score, and this is particularly an issue in relation to the education scores.

Appendix 6 - Littleport Masterplan Meetings with Key Stakeholders

To date meetings have been held with representatives of:

- Anglian Water
- ADeC (Arts Development In East Cambridgeshire)
- Business Link East
- Cambridgeshire County Council (education, planning and transport departments)
- ECDC Conservation Officer
- Environment Agency
- First Capital Connect
- ECDC Head of Housing
- ECDC Principal Sports and Leisure Officer
- Sustrans
- Wildlife Trust

Meeting with Anglian Water - 30th November 2009

Waste Water

- Currently AW have consent for discharge flow of up to 1,300 cu m per day. They are dealing with higher flow levels, but meet required water quality issues. Upgrades to work are planned which will take flow up to 2,476 cu m per day, together with local network upgrades.
- The upgrade to current sewage works are approved by Offwat, and contained in the March 2010-March 2015 business plan. These upgrades will cope with the levels of growth envisaged in the LDF.
- Any growth beyond these levels will need to be considered separately. AW are not allowed to provide for 'speculative' growth above levels in statutorily approved plans.
- Site allocations – AW have offered to review list of potential sites in advance, provide information on which pumping stations this would affect and assist in prioritisation process in site selection.

Surface Water

- Localised flooding - will look to improve where possible.
- SUDS – AW are promoting these for all developments, essential in green field and much preferred for brownfield, commercial etc. No trigger point for their provision – AW would wish to see them for all developments.

Water Supply

- This is less sensitive to growth issues and they are able to supply as demand requires.
- They have a 25-year management plan in place. A deficit is forecast by 2035, but mitigated by the long-term plans for Fenland Water Transfers and 'Education in Water Efficiency'.
- Water Cycle Strategy - being undertaken by ENTEC. Looks at future growth, and identifies blockers to development in the form of inadequate sewage works. Will identify blockers to growth and which sewage treatment works will need upgrading. Work is in early scoping stages, with a first draft produced in July 09.

Meeting with ADeC - 26th November 2009

- Littleport is quite an active community, ADeC regularly work on and off there.
- Youth Forum – run activities with Cambridgeshire County Council Young Peoples Services, Fenland Jam, Littleport Players, Field Theatre Group, occasional cinema film screening.
- Information regarding future requirements is available in ECDC East Cambridgeshire Infrastructure Investment Strategy Report and the Arts Councils 'A Standard Charge Approach' document. Toolkit re planning for arts in new developments available on Living Places website. Shows how demand for cultural facilities can be assessed.
- Current big issue –lack of appropriate space, especially for evening activities
- Would like to see a building similar to the Arkenstall Centre, but bigger. Darlington has a combined arts facility and swimming pool
- Arts is competing with different sectors of the church for local business support
- Childcare is an issue in Littleport

Meeting with Business Link East – 1st December 2009

- Business Link find the area hard to penetrate in order to provide business support. Difficult to engage with local businesses compared to other areas eg Herts. Put this down to culture – local people tend to be more independent and less inclined to seek support.
- Premises – no major concerns about premises issues. Those out on Wisbech Road/e-Space/Henry Crabb Road are good quality.

- In town centre the premises tend to be run down and unattractive. Not perceived as an area an up and coming business would want to invite a customer to visit –does not impress.
- Railway area – potential to do more in this area, very few facilities around the station at the moment. Could develop as significant employment hub. Look at Downham as an example of facilities they have provided eg shop, platform facilities, etc. Potential to 'lift' town.
- Image of Littleport –not seen as an employment centre, no reputation
- Skills – not aware of any local concerns about lack of skills
- Employment location – image of town centre, looks run down, does not impress clients. No central meeting place i.e. coffee shop
- Involve VIRSA to encourage refitting and upgrading of shops, achieving better quality in Littleport.

Meeting with Cambs County Council – 20th November 2009

- County wish to know details of how the proposed growth levels in all of the Masterplans fit into the statutory LDF process. County need to know which levels of growth to plan for when developing services such as education, transport etc and details of where this growth will be – will it all be in Ely, Littleport and Soham or will some of it be in the villages?
- Queried whether the Littleport Masterplan would be housing growth led or employment growth with housing to support the employment growth? (An issue which will be considered during the masterplan development process).
- RSS Joint County Response – County view is for focus on employment led growth as essential for sustainability. County see growth taking place in south of the County. Market towns are a possibility but only if employment development can also be provided.
- Education – can present options for a range of population levels. The case for a secondary school in Littleport is marginal, but the LDF level of growth will potentially create demand for 600 places which is sufficient to justify a secondary school provision.
- With regard to skills, post 16 education will become the County Councils responsibility from April 2010, so situation will be clearer then
- Network Rail – are understood to have proposals for Littleport station (station refurbishment?). Power supply restrictions, plus stretches of single track limit amount

of 8 carriage way traffic. However car tends to be mode of choice for most people – in Cambridge it is the walk to/from the station that puts some people off travelling by rail.

- From planning perspective, environmental capacity, traffic capacity and air quality issues are key considerations.
- Environment – precautionary approach, green infrastructure strategy issues.
- Transport – no major issues, other than restrictions on access onto the bypass. Some points around accessibility to outpatients services at Addenbrookes.
- The stakeholder workshop held for Ely Masterplan was felt useful by the County and they would be interested in similar for Littleport.

Meeting with ECDC Conservation Officer - 2nd December 2009

- Town Centre – appearance of shops is run down. Also needs a better mix of shops.
- Should encourage usage of the upper floors of buildings.
- Carrying out a conservation area appraisal – due to complete mid 2010.
- 6 listed buildings in Littleport – Church is the most important. 7 buildings of local interest
- District wide design guidance SPD Shop Fronts will also soon be available.
- Important townscapes
 - Pub entrance to Main Street
 - Library entrance to Main Street
 - St Georges Church
- Streetscape features/public furniture are generally OK – were upgraded in 2000-2005 period.
- Sites to tackle include:-
 - Laburnham Lodge
 - Old medical centre in Granby St – Potential for mixed use.
 - Back of Ironmongers
 - Garage opposite the pub at the crossroads.
- Would positively encourage mixed use/employment uses of town centre sites.

Meeting with Environment Agency – 26th November 2009

- Have recently produced updated flood maps - Flood Zone 3 now larger, with areas to the north and south particularly affected.

- Any new development should incorporate efficiency measures – ideally build to level 4 or 5 of Code for Sustainable Homes. SuDS should be included in new developments wherever possible.
- Moorings - probably at capacity along river as need to keep river traffic free flowing – possible capacity offline, maybe at Marina?
- No other constraints – some ground water vulnerability in the area south of Grange Lane but can be addressed by providing appropriate drainage.

Meeting With First Capital Connect – 9th December 2009

- Rail usage from Littleport is increasing
- Annual passenger numbers (a return journey counts as 2)
 - 2007/2008 – 148,836
 - 2006/2007 – 146,218

an increase of 2,618 journeys between the 2006/7 and 2007/8 years.
- For comparison King's Lynn - 680,230, Downham Market – 361,434, Waterbeach 250,039. Ely passenger levels are around 1.5 million.
- Attraction of Littleport – parking is cheaper and easier to get a space (though local reports of people parking on approach roads as car park full). Plus more likely to get a seat on the train.
- Praised facilities at Downham station – people travel to Downham from Norwich, Dereham and Swaffham, people from King's Lynn drive to Watlington for similar reasons as above.
- Most people possibly going to London?
- Extend car park – would increase usage – but land ownership/purchase issues
- Can extend cycle racks by adding additional ones under disabled ramp – people currently chaining their bike to ramp pillars
- Waiting room/shelter - Need specific one (as at Waterbeach) due to narrow platform. Cost £25,000 – currently have £2,000 towards this from ECDC. Investigate potential CCC/S106 contribution, plus First Capital Connect budgets
- Discussed possibility of increasing parking charges at Littleport – extra income could be put towards station improvements. Increase of £1 regarded as feasible.

- Re increased facilities - Coffee cart at Waterbeach is very popular. First Capital Connect to approach to see if would consider a month trial at Littleport as a first step.

Meeting with ECDC Head of Housing – 16th November 2009

- Demand for housing is not as high in Littleport as in other parts of the District, and there tends to be a demand from local families rather than outsiders. Good supply of bedsits in Littleport, but there is a need for more 4-5 bed houses in the area.
- 160 Littleport residents currently on waiting list, including 35 for 3, 4 and 5 bed. The list also includes a lot of single people and couples in low housing need who are presumably hoping for something better than a bedsit. If there is no local connection criteria, any of the 1500 applicants on the Cambridgeshire Housing Register, or applicants on the sub-regional register with an East Cambs connection can apply for homes but it is not the most popular area, it does not attract incomers so easily
- Highfields - currently 78 affordable units, (of approx 200 completions). Currently stalled due to recession, kick start funding needed and applied for.
- Parsons Lane - 33 rented units (all now let) plus 14 shared ownership currently being offered, up to 18 HomeBuy Direct Shared Equity and approx 150 private. Persimmons are selling the market homes, but slowly in the current recession. Have also provided accommodation for adults with learning disabilities.
- Wisbech Road redevelopment – 12 x 1 bed and 8 x 2bed units – all rented Sanctuary Hereward. Shared ownership opportunities limited while the mortgage market is so difficult
- Mow Fen Drove – rural exception site of around 13 units initially but owners intentions unclear
- Ten Mile Bank – rural exception site with consent for 8, but currently stalled because it was turned down for grant.
- Site rear of Padnal caravan park – potential exception site but depends on County highways who have concerns about the junction of Padnal and Victoria Street
- Station Yard site – has outline consent and a S106 requiring 30% affordable provision (6 units?)
- Key Players – Sanctuary Housing, Circle Anglia, Axiom,
- Townlands Charity have some 26 properties, targeted at over 50's, potential to extend?
- Beech Court – sheltered housing scheme off Wisbech Road, requires an upgrade.

- Caravan Park – privately owned, retirement homes only.
- General Issues – Barriers to location in Littleport, access to educational facilities is difficult, and reputation for local drugs issues.
- Littleport is a place with limited turnover, local people do not tend to want to move away, and relatively few people from other communities want to move in. As a result there are 2 or even 3 generations of the same family with tenancies on the same estate.

Meeting with ECDC Sports and Leisure Principal Officer – 15th December 2009

- There is a shortage of play areas in Littleport and across the district generally and there are issues around the quality of existing ones.
- Play area near medical centre has been updated recently but area could be better used for leisure e.g. a perimeter path to allow people to walk around it.
- A large central feature in addition to the town play area is needed in Littleport. ECDC has secured funding for an ADI Zone to be installed in Littleport (linked to Olympics). Parish Council to decide location – possibly opposite new primary school?
- Any play/sports space to be provided at Highfields?
- Littleport is fortunate to have a large leisure centre, but it still has potential to convert some underused facilities to offer local people additional activities e.g. could convert some of unused squash courts into dance studio and hold exercise classes in the space (these are very popular in Ely). Could also use space to increase gym suite.
- Lots of clubs operate out of Littleport Leisure Centre (Ely Netball club use courts) football and cricket teams have junior sections.
- Potential impact of the new district leisure facility proposed at Downham Rd in Ely on facilities at Littleport Leisure needs to be investigated.
- Any deficits - golf/driving range
- CCCYPS area partnership are focusing on Littleport. East Cambs Health Partnership also focussing on Littleport and will be appointing a health advisor for the town. They are also conducting research into social marketing in Littleport, due to commence Jan 2010.

Meeting with Sustrans - 8th December 2009

- Noted Core Strategy has sustainability emphasis – cycling provision meets this requirement plus meets the health agenda.

- 'Cycle friendly communities'
- Essential to have links between new development and key destinations eg schools, station, employment sites, medical centre, library.
- Need to consider how Ely and Littleport work together
- Suggestion – close the old A10 route between Ely and Littleport to normal traffic and use this as bus, emergency and cycle way only. Would enable easy access between new housing areas in North of Ely, Littleport and any school location in either community.
- Essential to ensure cycle route to major employment sites.
- Leisure route – explore potential to link Littleport into the National Cycle Route from Cambridge to Kings Lynn. Currently runs via Little Downham/Welney/Denver to Kings Lynn but, if land ownerships could be sorted, could run through Littleport.
- Need for cycle parking facilities at all key destinations.
- Dense housing is more sustainable
- Make it easier to walk/cycle rather than drive
- Sustrans have funding available for grant scheme – Links to Schools – match funding basis.

The Wildlife Trust – Phone call 2nd December 2009

- Has not had much involvement with Littleport – but gave a talk to Littleport Society in the last year.
- Not a significant amount of green infrastructure in the town - appears to be limited in terms of provision of public footpaths, areas in which to walk or cycle.
- Does not see a need for a 'Country Park' type facility.
- However opportunities to increase informal green space and wildlife areas should be encouraged. Need to look beyond formal open space provision with formal plays areas, urban parks etc but likely to be small scale.
- Could not see that any development at Littleport would have an impact on Welney or Bedford Levels.