



# Littleport Masterplan

A framework for the future development of Littleport



EAST CAMBRIDGESHIRE  
DISTRICT COUNCIL



OUR TOWN OUR FUTURE

# Our town, our future

## A beacon of sustainability

The Littleport Masterplan is an investment in Littleport's future. It presents a vision for Littleport that embraces its unique natural fen landscape setting, and is focused on revitalising the town centre, improving job opportunities, and achieving high quality development that enhances the image of the town.



Embracing the Natural Landscape  
Balancing Future Growth Areas  
Building Business Activity Areas  
Expanding Community Facilities  
Reinforcing the Town Centre  
Moving Around



# Foreword

The Masterplan vision for the future development of Littleport is:

**To ensure Littleport develops in a way that is sustainable and enables it to thrive and provide for all whilst embracing the surrounding rural fen landscape.**



**This is the third Masterplan which East Cambridgeshire District Council has prepared. It reflects the Council's belief that the high quality of life in the District's market towns and their rapidly growing popularity as places in which to live, illustrate their potential to contribute to sustainable settlement patterns. The strong community feel, the high standard of living, the fact that things are on a manageable scale means that they can be excellent places in which to live.**

However, the growth pressures that these communities are experiencing need to be managed if we are to ensure high quality development, obtain necessary infrastructure and secure gains for the community. The Masterplans are a first step in this management process, providing a vision and guide for development in our rural market towns.

Littleport has a range of advantages – a superb setting in a natural fen landscape, the attractive River Great Ouse, which forms the eastern boundary to the town, a rich heritage, a railway station, excellent sports facilities, proximity to the internationally important Ouse Washes and Welney Wetland Centre and a close knit community who are very supportive of each other and their town.

One of the most distinctive features of Littleport is its setting within the fen landscape. The Masterplan proposes to build on this strength by setting new development within a green landscape development framework. This framework will both preserve the valuable fenland landscape features and strengthen the linkages with this setting.

The Masterplan has also looked at what further growth is possible and acceptable to the community, and how it can be achieved sympathetically and sustainably. It was clear from our public consultation work that there is an appetite in the town to see Littleport grow as a way to improve the wellbeing of local people, by increasing the range and quality of facilities and assuring their viability in the future. The Masterplan proposes an increase in the population of the town from approximately 8,800 currently to some 13,000 over the 21 year time period of the plan, an increase of some 1,700 new homes. Accompanying this is provision for employment sites to provide local jobs, and for more facilities such as shops, schools and healthcare, sited to create a balanced, convenient and stimulating community.

The Littleport Masterplan is a Masterplan for the whole community, it does not belong to any one particular organisation and its implementation will require support from everyone in Littleport. The local community, business, civic leaders and other agencies will need to take ownership of the plan and aid its delivery. This is why the consultation work undertaken by the Littleport Masterplan Working Party has been so important, and we have endeavoured to take on board all the comments received and develop a plan that everyone is happy to support. We are also grateful for the input of consultants Studio REAL who assisted with development of the various options for the Masterplan.

We believe that this Littleport Masterplan can result in a town that is a real beacon of sustainability. It provides the foundation upon which future detailed project specific studies, proposals and funding bids can be developed, and will act as a catalyst for future investment.

We commend this plan to you and welcome your comments.

**Councillor Peter Moakes**

Chairman, Littleport Masterplan Working Party and Chairman,  
East Cambridgeshire District Council Strategic Development Committee

December 2010

## Littleport Masterplan Working Party Members



Councillor Christine Ambrose Smith,  
East Cambridgeshire District Council



Councillor Sue Austen,  
East Cambridgeshire District Council



Councillor David Brown,  
Cambridgeshire County Council



Councillor Peter Moakes,  
East Cambridgeshire District Council  
and Chairman of Working Party



Councillor Malcolm Pyrah,  
Littleport Parish Council

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# Littleport Masterplan at a glance

## Development Framework 1

### Embracing the Natural Landscape

To provide opportunities for all residents to benefit from the fenland setting of the town and take advantage of the riverside and the town's green open spaces by:

- Creating a network of green spaces that connect town to countryside, enabling people to access and enjoy the surrounding countryside and the river area.
- Linking up the existing green spaces within the town.
- Improving existing green spaces to maximise their attractiveness and usage and provide additional green areas.

## Development Framework 2

### Balancing Future Growth Areas

To ensure that growth occurs at a level that is appropriate for Littleport and alongside the necessary facilities and infrastructure to support this growth by:

- Phasing growth to produce approximately 1,719 new dwellings in Littleport over the plan period. This would take Littleport's population to approximately 13,098 compared to the current population of 8,800.
- Focusing new development to the west of Littleport, taking advantage of the proximity to existing road links, employment sites, and the higher land levels here compared to land to the east.
- Providing affordable housing to enable people to live in Littleport.

## Development Framework 3

### Building Business Activity Areas

To ensure housing growth is linked to growth in employment, providing an increased number and range of employment opportunities for residents and attracting new businesses to Littleport to boost the local economy by:

- Ensuring there is sufficient land and premises available to allow business growth, for industrial businesses to the west and retail and office development in the town centre.
- Encouraging commercial provision of Next Generation Broadband and other necessary infrastructure to facilitate business and home working.
- Improving Littleport's tourism by maximising the tourism potential of the riverside area and encouraging development of informal walks, picnic areas, and nature reserve facilities.

## Development Framework 4

### Expanding Community Facilities

For Littleport to play a stronger role as a local service centre providing a broad range of services and facilities for both local people and visitors, both now and as the population grows by:

- Providing sufficient educational facilities: 3 x 100 place nurseries and 3 x 50 place nurseries, two additional Primary Schools and a Secondary School.
- Ensuring there is adequate capacity at key local facilities such as the Medical Centre and cemetery.
- Encouraging additional commercial leisure facilities.
- Providing additional community services in the new development to the west of the town.

## Development Framework 5

### Reinforcing the Town Centre

To establish a strengthened and improved retail offer in the town centre and enhance the quality of the public realm to make it a more attractive and pleasant place to visit that it is easy to get around on foot and cycle by:

- Maximising town centre shopping by concentrating retail uses at the western end of the town centre and providing additional retail space.
- Encouraging office and retail development and supporting community and leisure uses to improve the town centre offer, increase footfall and enhance viability.
- Improving the overall feel and attractiveness of the town centre through public realm enhancements.
- Making key junctions and other areas of the town centre to be made more pedestrian and cycle friendly whilst maintaining full vehicle accessibility.

## Development Framework 6

### Moving Around

To create a town that has a range of easy and convenient choices for people, from walking and cycling, private vehicle, train, boats, buses and bridleways, to get into and around town and into the surrounding fenland countryside by:

- Opening up access to land to the west of Woodfen Road.
- Carrying out a feasibility study into potential for a purpose built cycle lane running alongside the old A10 road linking Littleport with Ely.
- Identifying walking and cycling routes through Littleport and providing additional sites for cycle parking to link up key facilities and services in the town.
- Investigating opportunities to increase car parking and cycling facilities serving Littleport station.
- Investigating the viability of a demand responsive bus/minibus service to link key facilities and services in peak periods.



### Key

- |  |  |  |   |  |   |
|--|--|--|---|--|---|
|  | Train station  |  | Area of search for potential new access into development area |  | Main roads into and through Littleport                    |
|  | River Great Ouse                                     |  | Existing employment sites                                     |  | Existing secondary roads                                  |
|  | Green 'fingers' connecting town to countryside       |  | Potential new employment sites (short term)                   |  | Possible improvements to permeability of existing network |
|  | Green connectors between 'fingers'                   |  | Potential new employment sites (long term)                    |  | Potential new road network                                |
|  | Existing green spaces with potential for enhancement |  | Area of existing employment                                   |  | Potential walking and cycling routes                      |
|  | Existing housing site locations                      |  | Potential site for retail and office business                 |  | Cycle spine route   |
|  | Sites for potential new housing development          |  | Area for potential tourism                                    |  | Walking/cycling areas                                     |
|  | Leisure Centre                                       |  | New Primary School (3rd) option                               |  | Community centre  |
|  | Potential informal leisure use                       |  | Preferred site for new Secondary School                       |  | Existing Primary School                                   |
|  | Sewage Works   |  | New cemetery/allotments                                       |  | Medical centre  |
|  |  |  |   |  | Library   |

# Introduction



## Role of the Masterplan

**This Masterplan suggests a framework for future growth in Littleport, setting out how balanced employment, housing and community development will allow Littleport to grow as a sustainable and thriving market town.**

It sets out growth plans for the short term, in accordance with the East Cambridgeshire's Core Strategy Development Plan Document, but also plans for the longer term, looking ahead to 2032. The longer term plans are not intended to be a rigid blueprint, but to indicate a 'direction of travel', providing guidance on how future growth could be accommodated within the town and on the infrastructure and facilities that would be needed to support this.

The Littleport Masterplan is not a statutory planning document within the current Local Development Framework planning process. It does, however, reflect the views of the local community and the Parish, District and County Councils, who have been closely involved in the development of the masterplan and the vision which it expresses for Littleport's long term future.

It is a comprehensive plan, seeking to balance employment, housing, social and environmental considerations within one single guiding document. It will, therefore, be regarded as a material consideration in the determination of planning applications, and will contribute to the development of future statutory planning documents.



## Littleport – Past and Present

**Littleport lies in the heart of the Cambridgeshire Fens. Drainage by Dutch engineers in the 17th century, and steam operated pumping stations in the 19th century have created the characteristic flat, low lying, fen landscape. The majority of the land lies within a few metres of sea level, and features straight drainage channels and straight roads often at a higher level than the surrounding fields. As a result of this drainage the Fens have become a major agricultural area for grains and vegetables.**

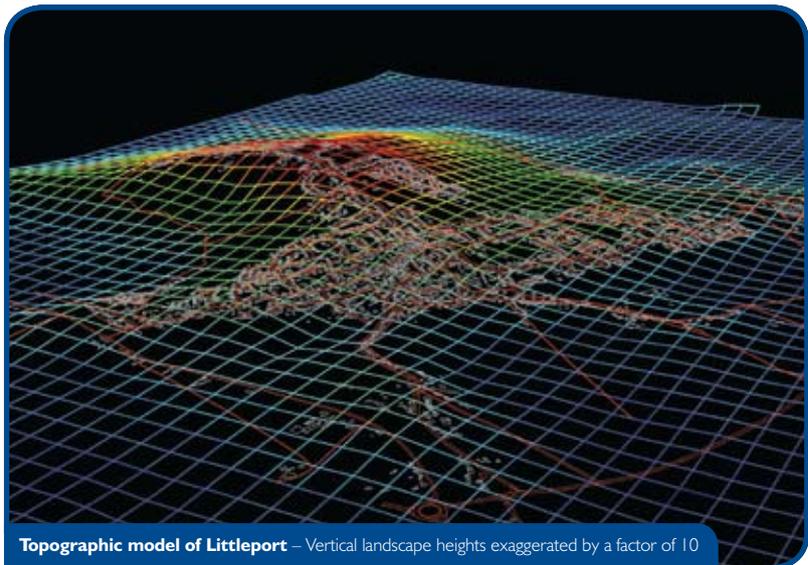


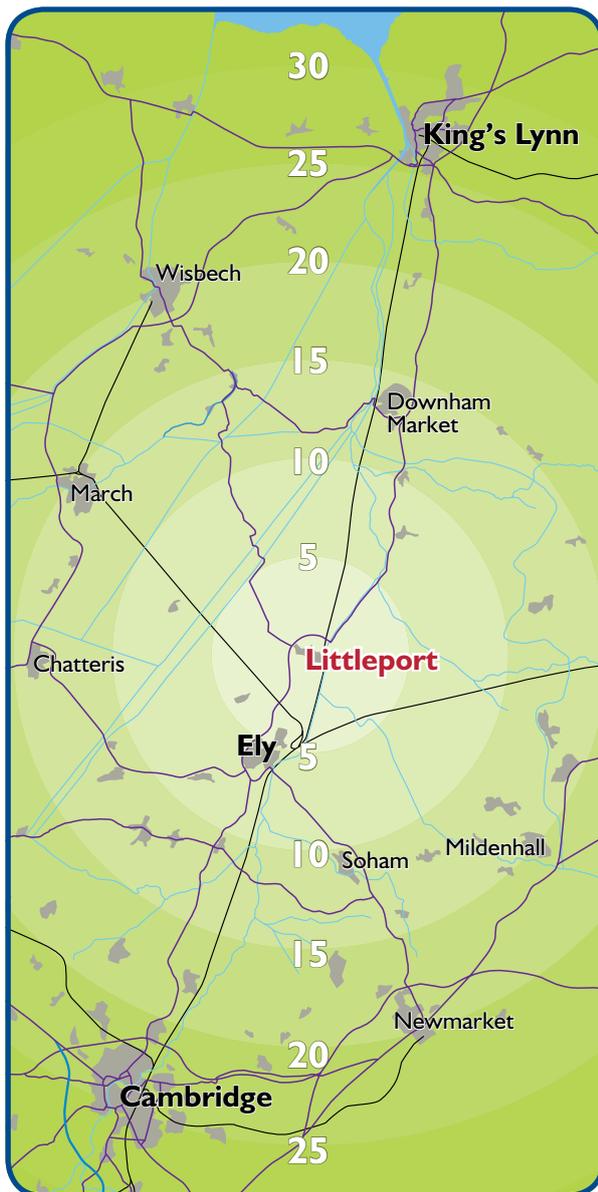
Littleport's origins date to at least the medieval period when the settlement then clustered on the north side of an island rising to some 20 m (65ft) above the surrounding fen. It was located on the Old Croft River which, prior to the construction of the River Ouse Cut in 1827, ran a meandering route through the Fens and it was separated from the Isle of Ely by the former Wood Fen.

The population of Littleport grew rapidly during the 19th century, with the development of turnpike roads around 1824, construction of the railway line in 1847, and the setting up of a shirt factory, Hope Brothers (later Burberry's), in 1881 which employed some 300-400 local women and children.

Littleport's history has been varied. The town was the site of riots in 1816 a result of anger at the high prices of bread and wheat at the time and the suffering this caused many families. The town was also famous for Fen Skating and in 1895 some 6,000 people came to skate on The Moors, many coming from London by special train.

In the mid 19th Century William Harley emigrated from Littleport to America and it was his son who, in 1903, founded the Harley-Davidson company.



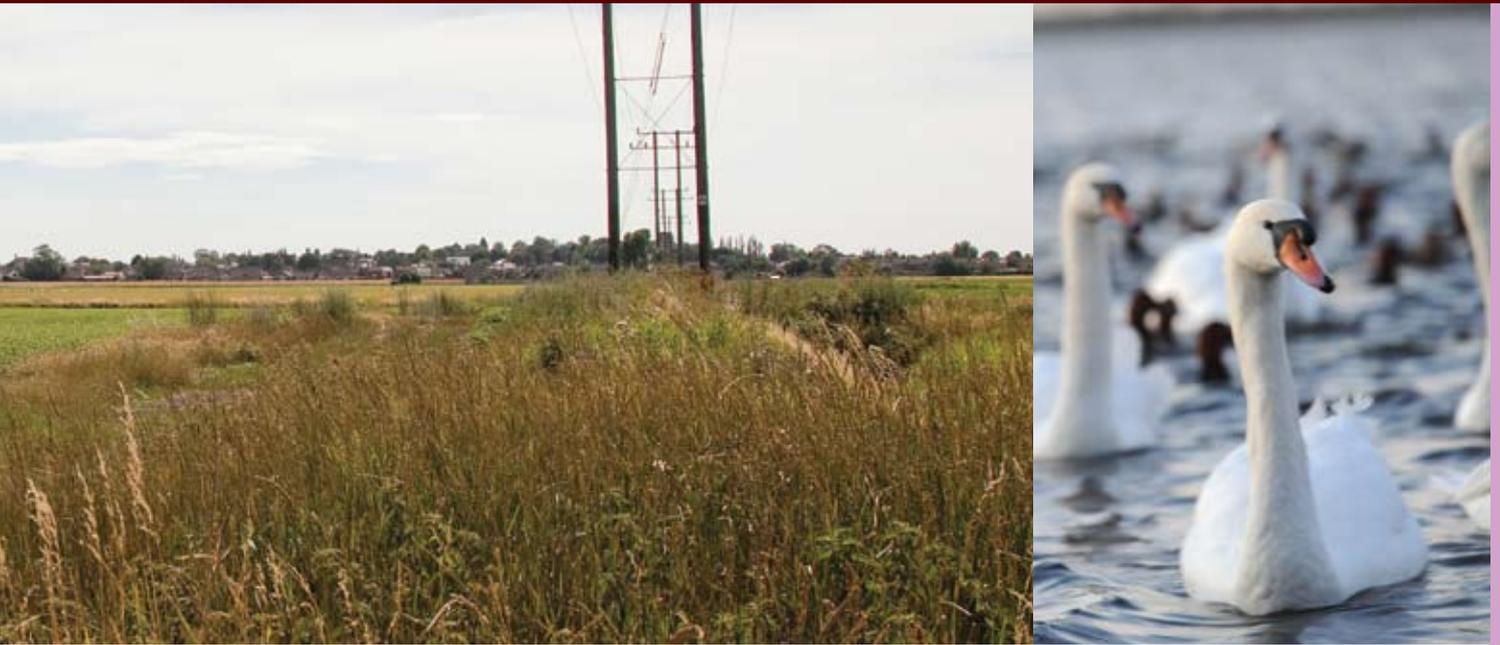


Today Littleport is a community of 8,800 people situated on the main A10 route some 5 miles north of Ely, 21 miles from Cambridge and 23 miles from King's Lynn. A small but busy station on the main King's Lynn to King's Cross line lies on the outskirts of the town providing commuting opportunities to Cambridge and London. It is also on a relatively important cross country road route from Wisbech to Mildenhall and Bury St Edmunds.

Littleport serves the needs of a very localised rural catchment area. The town centre is small and compact, with a limited range of shops and there is no longer a regular market. New housing development has taken place in a series of estates mainly on the western side of the town between the A10 bypass and the town centre. The River Great Ouse and the railway line form the eastern barrier to the town.

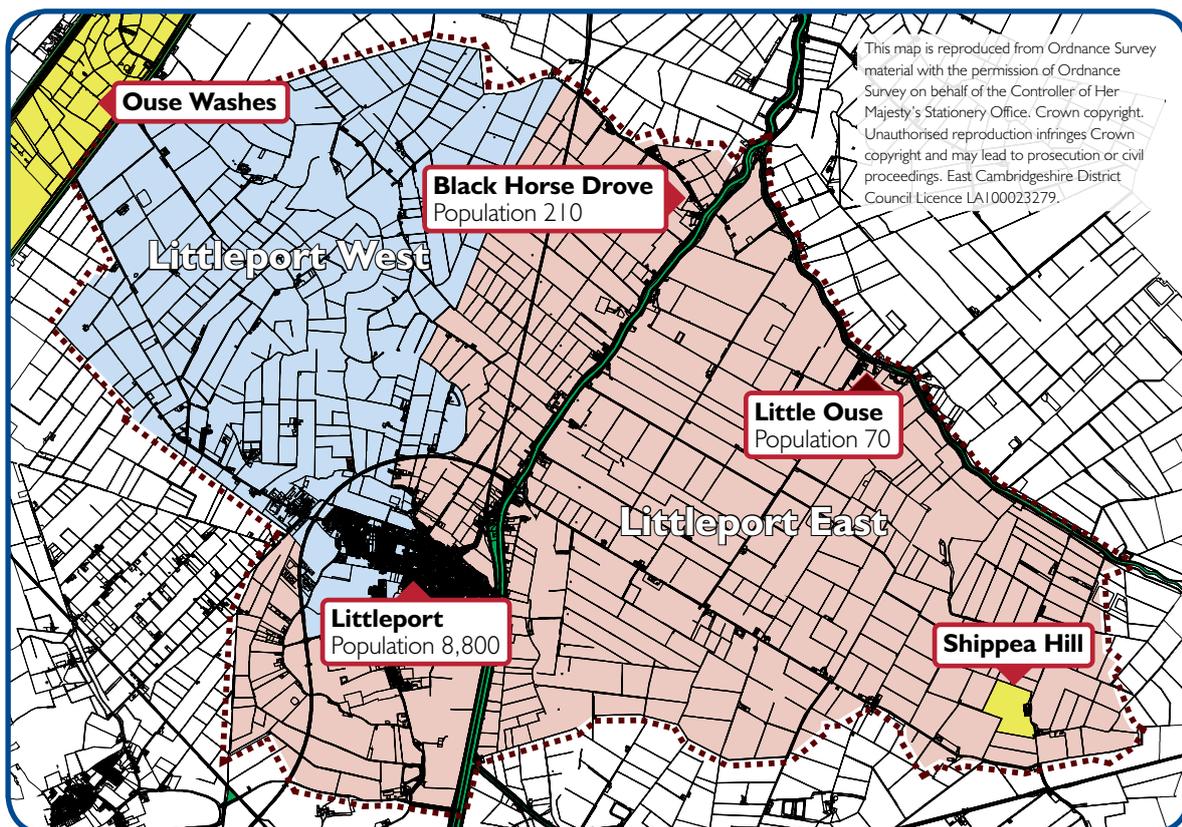
It has a good range of employment sites with a variety of industrial and commercial firms mainly located on industrial parks alongside the A10 bypass.





Littleport parish is one of the largest in the county. Other settlements in the parish include Little Ouse, a hamlet on the River Little Ouse on the Norfolk border, and Black Horse Drove, together with numerous scattered farms and isolated dwellings. The majority of the land is rich fenland and agriculture is the dominant use.

To the northwest of Littleport there is the internationally important Ouse Washes (designated a Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA), a Special Area of Conservation (SAC) and Ramsar Site) and the Welney Wetland Centre which is of major international importance for its breeding and wintering birds.





## Regional Planning Policy Context

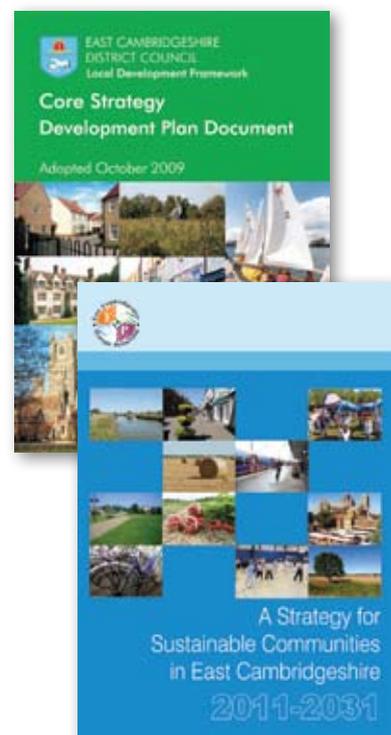
**The East of England has been one of the fastest growing parts of the country over the last few years. The Cambridge sub region has made a substantial contribution to this growth, with its focus on education, research, knowledge based industry and its national and international reputation.**

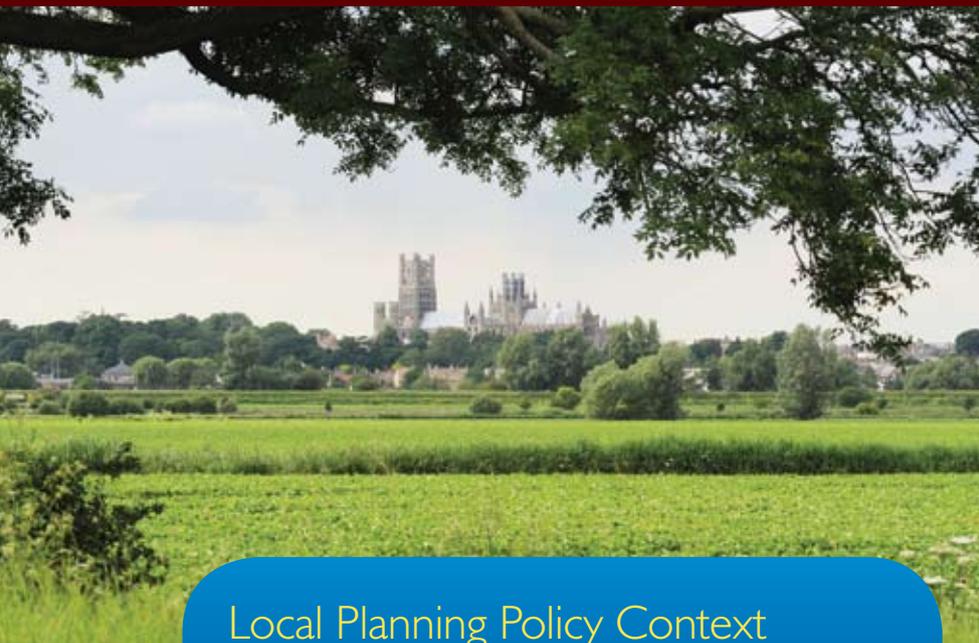
Sub regional planning policies currently seek to focus growth firstly in Cambridge itself, then secondly in the proposed new settlement of Northstowe, and thirdly in the market towns around Cambridge. This pattern has been identified as the most sustainable form of development for the sub region. However, opportunities for growth are limited in Cambridge itself, particularly with its green belt restrictions. The recent decision by Marshall Airport not to relocate out of Cambridge in the foreseeable future will further impact on the potential for significant housing development in Cambridge City.

There continues to be ongoing pressure for new housing, evidenced by the high housing prices in Cambridge. The potential role of market towns around Cambridge in accommodating further growth is likely to be important – growth in these communities could help to sustain their vitality and secure the revitalisation of the market towns.

However, the price of growth in recent years has been an increase in commuting pressures and associated problems of congestion and pollution. Development of new housing in the communities surrounding Cambridge has not been matched by growth in employment, and high numbers of people now commute to Cambridge for work. The transport infrastructure, with its high reliance on the road network in this largely rural area, has seen considerable pressures with congestion and overcrowding at peak times.

A key challenge will be to ensure that future growth is supported by timely and appropriate employment and infrastructure, as this is essential to the creation of sustainable communities and will help new development to be successfully integrated into existing communities.





## Local Planning Policy Context

**Littleport lies within the East Cambridgeshire District, which contains the three market towns of Ely (population 18,900), Soham (population 11,000) and Littleport (population 8,800), as well as some 50 other villages and hamlets of varying sizes.**

Locally the planning framework for East Cambridgeshire is set by the Local Development Framework Development Plan Documents (DPD's). A key document is the East Cambridgeshire Core Strategy DPD which was approved in October 2009. This Core Strategy seeks to achieve sustainable development and it designates Ely, Soham and Littleport as 'market towns' where the majority of new housing and employment development will take place. Ely is seen as the most significant service and population centre in the District, and is identified as the key focus for the majority of growth.

The Core Strategy makes provision for only a modest level of development in Littleport during the period 2001 – 2025. It identifies capacity for 670 dwellings to be built primarily on sites within the existing development envelope – it does not see the need to extend beyond

the current boundaries of the town during the period up to 2025. It also identifies a need for employment land, new schools provision, and some modest retail expansion, supported by improvements to local infrastructure.

The East Cambridgeshire Sustainable Community Strategy sets out a partnership approach for the local Councils, statutory agencies and the local voluntary and community sector organisations that operate locally. The aim is for these organisations to work together towards common goals that benefit the social, economic and environmental wellbeing of the local area. Six goals have been identified for East Cambridgeshire, which include sustainable growth and support to business, skills development and enterprise. (East Cambridgeshire Sustainable Community Strategy 2008-2011).

## The Core Strategy provides the following spatial vision for Littleport to 2025:

**“Littleport will provide a stronger role as a local service centre, providing jobs, shops and services for the town and a small rural catchment. The town will provide a good quality of life for residents, with an active local community. New investment will have focused on revitalising the town centre, improving job opportunities, and achieving high quality development which enhances the image of the town.”**



## Masterplan Development Process

Consultation has been a critical element in shaping the masterplan.

Work on the Littleport Masterplan started in **October 2009** with the setting up of the **Littleport Masterplan Working Party**. This was a formal working party of the **District Council** tasked with examining the issues facing the town, listening to local people's views and developing a long term **Masterplan** for the town's future.

Representatives from **Cambridgeshire County Council** and **Littleport Parish Council** were co-opted onto the Working Party. All meetings were held in the evenings in **Littleport Village Hall** and were open to the public to attend.

### Work was undertaken in four stages:

#### Stage 1

**(October 2009 – January 2010)**

involved **evidence gathering**, drawing upon previous community consultations and researching relevant statistical information about the town. This work was supplemented by telephone and face to face interviews with a number of key stakeholders, to obtain additional information, including organisations such as Anglian Water, the Environment Agency, Cambridgeshire County Council planning, transport and education departments, NHS Cambridge and the Rail Authorities.

The results of this research were reported to a meeting of the Working Party on 12th January 2010.

#### Stage 2

**(February 2010 – April 2010)**

focused on the **identification of the key issues and opportunities** which the Littleport Masterplan needs to address. Public consultation events were carried out to assist in this, including a two day exhibition at Littleport Village Hall in February 2010. This was attended by 373 people, including 77 pupils from Millfield Primary School. A total of 195 Masterplan questionnaires were completed and returned by local residents. In addition a workshop with 27 local community representatives was held in March 2010 to review the information collected and ensure understanding of the key issues.

Consultants Studio REAL were appointed for this stage of the work. They helped to review the data collected and to produce a range of ideas and options for the ways in which Littleport could develop in the future.

The results of this research were reported to a meeting of the Working Party on 27th April 2010.



## Stage 3

**(May 2010 – August 2010)**

saw detailed **investigation of the various strategic options** that had been identified for the future development of the town. Interviews, either face to face or by telephone, were arranged with key stakeholder organisations, and a further two day public consultation event was held at the end of June 2010 to gauge support for these options. 113 people attended the exhibition and 95 completed a questionnaire. The group of local community representatives met again, and gave their further comments on the proposals.

The results of this work were reported to a meeting of the Working Party on 3rd August 2010 for a recommendation on which of the options should be incorporated into the draft Littleport Masterplan.

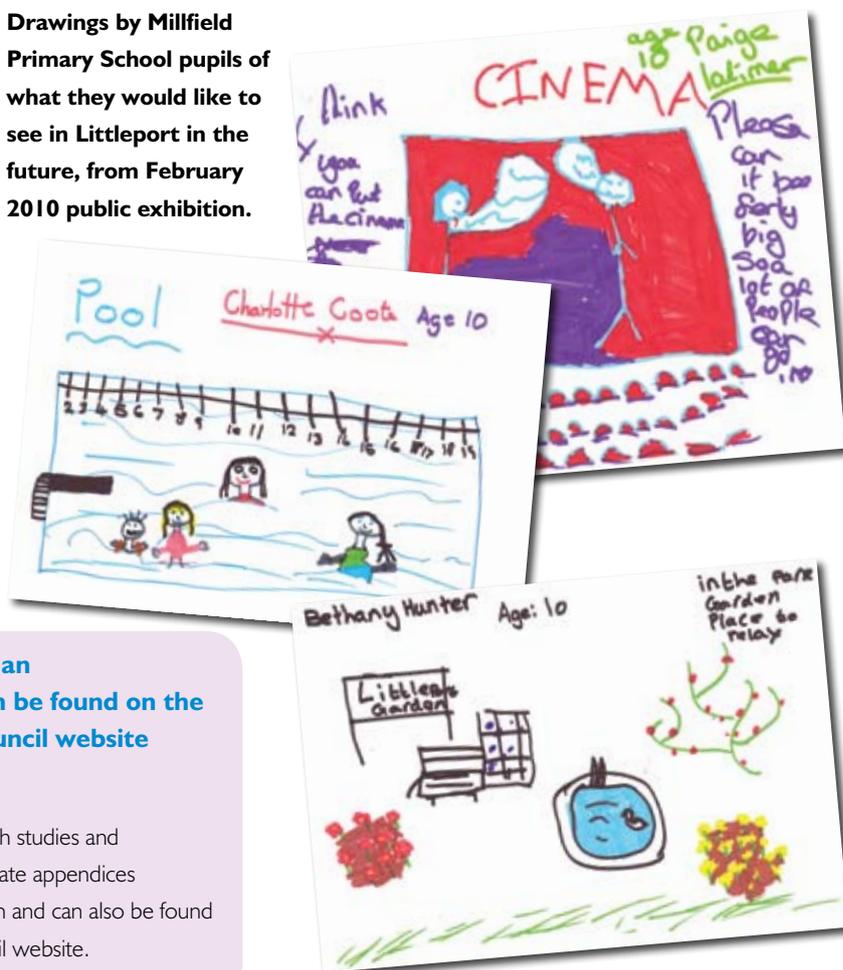


## Stage 4

**(September 2010 – December 2010)**

involved the **drafting of the Littleport Masterplan** setting out the recommended options for the future of the town. A full six week public consultation has been arranged for this document to ensure that the content of the plan accurately reflects the views and wishes of the local community.

**Drawings by Millfield Primary School pupils of what they would like to see in Littleport in the future, from February 2010 public exhibition.**



**Details of the Littleport Masterplan Working Party considerations can be found on the East Cambridgeshire District Council website [www.eastcambs.gov.uk](http://www.eastcambs.gov.uk)**

Reports on the various background research studies and consultation work are included in the separate appendices document that accompanies this Masterplan and can also be found on the East Cambridgeshire District Council website.

# What are the constraints?

The physical boundaries of Littleport are set by the line of the A10 bypass to the north and west, and by the railway line and River Great Ouse to the east. However, there are also a number of other constraints and considerations that will influence the town's future development:

## Flood Risk

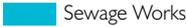
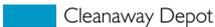
A large proportion of the land surrounding Littleport lies within land at risk of flooding, with the principal source of flood risk being a breach from the Bedford Ouse or Ely Ouse. Whilst rare, the impact of events such as the 1947 floods are well documented. This significantly constrains the potential for development particularly to the north of the town, and any major proposals would require a flood risk assessment to be carried out. Any expansion sites identified should also consider at an early stage the runoff water that will be generated and the opportunities for utilising sustainable drainage systems (SUDS).

### Key

-  Train station
-  River Great Ouse
-  Environment Agency Flood Zone 3  
1 in 100 or greater chance of happening each year
-  Environment Agency Flood Zone 2  
1 in 1000 chance of happening each year



**Key**

-  Train station
-  River Great Ouse
-  County Wildlife Site
-  Sewage Works
-  Cleanaway Depot
-  Littleport Wastewater Treatment Works Safeguarding Area (400m)
-  Cleanaway Depot Waste Management Consultation Area (250m)

**Contour Heights**

	20m		5m
	15m		0m
	10m		-5m

## Rural Ecology

The Ouse Washes, just five miles north of Littleport are designated as a Site of Special Scientific Interest, (SSSI), a Special Area of Conservation (SAC), Special Protection Area (SPA), and a Ramsar site. This reflects the national and international importance of this site for the breeding, feeding, wintering and the migration of rare and vulnerable species of birds. In addition, an area at Shippea Hill is also designated as an SSSI. Close to Littleport, the River Little Ouse is designated a County Wildlife Site, of particular local importance for conservation.

These and the other diverse and important non-designated habitats in the intensely agricultural landscape of Littleport should also be protected from an adverse effect from future development.



## Key Landscape Views

As a result of the flat landscape a number of landscape views are visually important, including views of St George's Church from Station Road and the bypass, views of Ely Cathedral and across the Fen from Grange Lane, and views towards Ely from Padnal. Maintaining this visual quality is very important for local quality of life, and views to and from the town must be maintained and promoted if expansion is to be sensitive to its surroundings.

## Conservation Area

The Littleport Conservation Area boundary was reviewed in 2010, and covers the primarily Victorian central area of the town. There are seven listed buildings within the town centre, including St George's Church. The building materials found in Littleport play an important role in creating character of place.

### Key

-  Train station
-  River Great Ouse
-  Key views
- Contour Heights**
-  20m
-  15m
-  10m
-  5m
-  0m
-  -5m

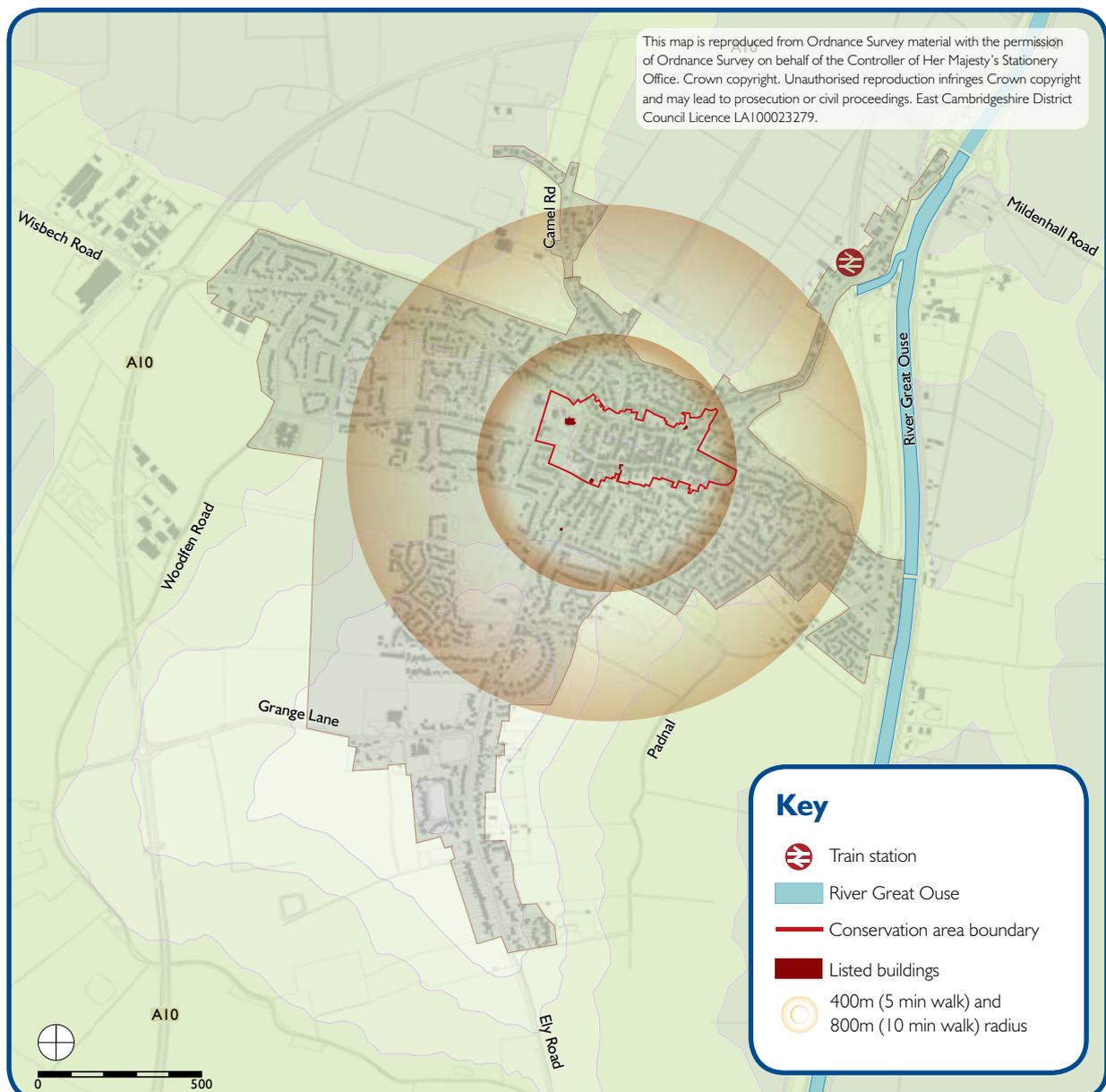


## Infrastructure

Major new developments may require reinforcement of the water supply network. Littleport sewage treatment works is also at capacity and requires upgrading. Local reinforcements are required to the foul sewerage network. In terms of transport infrastructure, Littleport has excellent links via the A10 and rail station (although there are power supply restrictions on the rail track which currently limits capacities), but provision of local cycleways and pedestrian routes is minimal.

## Community Facilities

There are currently two primary schools, at Parsons Lane and Grange Lane. The need for a third primary school has already been identified in the Council's Core Strategy DPD. If growth levels exceed those proposed in the Core Strategy then a fourth primary school might need to be considered. At secondary level, Cambridgeshire County Council have identified Littleport as the location for a further secondary school to serve the northern part of East Cambridgeshire, but a specific site has not yet been identified. A new Medical Centre was built in Littleport in 2003, which has scope for expansion when needed. The town is well served with sports and leisure facilities, but has limited arts and culture provision. There is also currently a shortfall in play area provision and informal open space.



# Where would we like to be?

## What are the Challenges and Opportunities?

The early stages of work on the Masterplan focused on identifying the issues that the Masterplan needs to address. This was done by conducting desk research and consulting with the people of Littleport and key stakeholders. Below is a summary of the findings from this work:

### Local Economy

#### We found:

The number of shoppers and visitors in the town centre is low and footfall is declining. Past surveys suggest that the majority of Littleport residents shop in Ely and also visit Ely's pubs and restaurants.

Littleport is not seen as an up and coming location for new business – in part due to the appearance and lack of vibrancy of the town centre. The e-space north business centre for start-up businesses is very successful but Littleport is lacking in follow on space for these companies, who as a result then have to move away from the town.

Littleport's largest employer is JDR Cable Systems Ltd who employ 180 staff. The majority of companies are micro businesses employing fewer than 10 people. The local workforce tends to be employed in lower paid positions rather than managerial posts, which may be a reflection of lower skill levels amongst local residents.

Agriculture is still important for Littleport, accounting for 20% of all industries in the town. Manufacturing is also significant but the knowledge driven sector is limited.

#### Consultation said:

The feedback shows very strong support for more jobs and new businesses in Littleport. 94% of respondents agree that the Masterplan should seek to encourage new businesses to Littleport and 91% agree more jobs are needed in Littleport.

There is concern regarding the image of the town and the decline of the town centre. 66% of respondents reported that they could not buy what they want from the town centre. More shops, a large supermarket and a market are the top three improvements that would encourage people to use the town centre more.

66% of people said more should be done to attract tourists to Littleport and they suggested holding more events to attract tourists to the area, improving the pubs and restaurants in Littleport and improving the existing heritage features and walks around the town.

#### Key challenges:

- To make Littleport more attractive as a business location.
- To encourage more employment in the town.
- To develop Littleport's offer to tourists.
- To create a strengthened and improved town centre that will support the needs of a thriving, vibrant and growing population.
- To ensure that residents everyday needs are provided for within Littleport.

**“ We still need to get as much life as possible into the heart of the town, not segregate it. ”**

Local Resident Feedback

**“ Shops need to be open later in the evenings and at weekends for those who work. ”**

Local Resident Feedback





## Environment

### We found:

Littleport is fortunate to have a large leisure centre and sports playing fields. However, there is a deficit of recreational space and the development of new housing will further increase this deficit. There is also a shortage of play areas in Littleport and issues regarding the quality of existing ones.

Green areas such as the Paddocks, the large recreation area on Parsons Lane and the area opposite St. Georges Church could be better utilised.

There is also a deficit of allotments, with 25 people currently on the waiting list held by the Parish Council.

The town centre and the gateways to the town require both physical and environmental improvements. The town centre lacks a focal point, e.g. market square or town park.

### Consultation said:

63% agree more open spaces are needed in Littleport. The top three suggestions for how existing green open spaces in Littleport could be enhanced are riverside/marina developments, creation of a town park, and provision of more play equipment for young people. There was also strong support for more allotments.

There is strong support for development of the riverside – 79% were in favour of enhancing this area for boating and other leisure activities.

The three areas of the town identified as most in need of enhancement were Main Street and the town centre, the riverside/marina and the station area.

### Key challenges:

- To make more of the riverside.
- To create more places in the town for people to sit and enjoy and for children to play.
- To enhance the appearance of the town centre.
- To enable easy access to the surrounding countryside.
- To make the entrances to Littleport more attractive.



**“ We must keep a green lung around Littleport and a green belt separating us from Ely. ”**

Local Resident Feedback



“The aging population will make improved public transport another key priority.”

Local Resident Feedback

## Transport and Movement

### We found:

Littleport itself has good transport infrastructure and linkages via road, rail and bus.

However, public transport from the hinterland is poor and there is high reliance on car ownership/access. 42 % of households in Littleport East and 43% in Littleport West have access to a car or van. Black Horse Drove for example has only one bus service per week; other hamlets have no bus service at all.

The town is compact and lends itself to walking and cycling, but it has poor walking and cycling routes, which hinder these forms of transport.

Littleport is fortunate to have its own railway station, and rail usage from Littleport is increasing. 148,836 passengers used the station 2007/2008. But the car park is often full to capacity, causing people to park on the approach roads to the station.

Access to the bypass is a consideration for particular sites along the A10.

### Consultation said:

77% agreed better cycling and walking routes are needed both around the town and beyond, particularly to Ely, and that these would encourage them to walk and/or cycle more.

If improved public transport services were available and provided better connections between Littleport town centre, Ely and Cambridge 49% of respondents would use them at least weekly.

A larger car park (43%), cheaper train fares (39%) and a more frequent service (19%) would encourage people to use the railway station more.

Within the town, poor traffic circulation and parking issues were reported, particularly at the railway station, Victoria Street and the areas surrounding the primary schools.

The regular winter flooding of the Welney Wash Road does impact on Littleport residents who then have to take the lengthy diversion route.

### Key challenges:

- To connect up the different parts of the town.
- To improve the connection to the station and provide more car parking.
- To improve bus services and regional connections.
- To make walking and cycling easier and safer.
- To enable easier traffic circulation around the town.

“For those not able to drive, ‘hopper’ buses operating around the town would be good.”

Local Resident Feedback



“ We need our town to be a community town. ”

Local Resident Feedback

## Community

### We found:

The population of Littleport is currently forecast to increase from 7,900 in 2007 to 10,100 in 2021. This is a 28% increase, which is largely due to the Highfields development in Littleport West.

Access to services is good for Littleport residents with the exception of access to a secondary school. Over 400 pupils are bussed from Littleport to the City of Ely Community College every day.

An east/west differentiation is evident with the Littleport West ward experiencing some pockets of deprivation, lower skills and income levels, higher dependency on benefits, a higher proportion of social housing, and more health concerns than the Littleport East ward.

Littleport has a higher proportion of empty homes – 3.71% compared to 1.88% nationally. There is also a deficit of extra care sheltered housing.

### Consultation said:

Whilst Littleport has good provision of sports facilities, it is considered to be lacking in less formal entertainment/arts venues.

There are issues with capacity at the Medical Centre and insufficient preschool provision.

Community facilities that are considered missing in Littleport include a dedicated facility for youth provision and a secondary school. The community also needs additional cemetery space.

66% agree that Littleport needs to grow so that it can have more facilities.

### Key challenges:

- To enhance Littleport's image as a desirable place to live and work.
- To facilitate development which encourages 'place making' and will enable new community facilities to be sustainable.
- To protect the strong sense of community and cohesiveness which is apparent amongst current local residents.
- To seek to address deprivation issues.
- To enhance youth and preschool provision.

“ The existing health centre could become a focus for a much wider group of services. ”

NHS Cambridge