



EAST CAMBRIDGESHIRE
DISTRICT COUNCIL



East Cambridgeshire Local Plan

**Proposed Submission
November 2017**

Foreword

East Cambridgeshire is characterised by its rural farming and equine landscape, interspersed with the City of Ely, small market towns and a wide range of attractive small and medium villages.

Within that landscape are some real gems. The magnificent Ely Cathedral sitting proud as a the 'ship of the fens'; Wicken Fen, which casts us back to a time before humans dominated the planet; the world famous Newmarket July Racecourse; and Anglesey Abbey, with its beautiful formal and informal grounds attracting visitors from far and wide.

It's no wonder that in 2012, the district scooped top spot in the Halifax's annual rural areas quality of life survey.

But there is so much potential to make East Cambridgeshire an even better place:

- with quality homes people can afford, easier access to shops, workplaces, services and facilities, and new thriving communities, which are welcoming and safe;
- where new facilities and infrastructure mean that businesses choose to expand or relocate here, bringing jobs and stimulating investment;
- to visit, a place where people choose to come to enjoy our nature, our history, our shops, our eateries and attractions, while at the same time significantly contributing to our rural and urban economies.

And, fundamentally, we need to get building. We need to *build a better East Cambridgeshire*.

In 2014/15, we only built 163 homes across the whole district, and only slightly higher figures of 181 homes in 2015/16 and 232 homes in 2016/17. That simply is not sufficient.

Every week, on average, around 10 new 'households' are created in East Cambridgeshire, whether that be children growing up wanting their own homes; young people in shared accommodation getting married and wanting to start a family; people moving to the area to take a job; or partners deciding to go their separate ways. Yet for the last three years we only built 3 or 4 homes a week. That leaves, on average, 6 or 7 newly created households in East Cambridgeshire having no home to move into, every week. We can't let this continue. And we aren't building enough 'affordable homes' either. Just 19 in 2014/15 and 54 in 2015/16. Again, we can't let this continue.

This Council is committed to *building a better East Cambridgeshire*. Yes, we need to protect the very reasons why the district has such a high quality of life. But we also need to facilitate growth in much needed homes (including affordable homes) and jobs.

We, as a Council, are doing a lot already:

- we are actively working with, and financially supporting, those communities who want to directly build homes themselves in their local area, through Community Land Trusts;
- we are modernising the way our planning services work, so that high quality development gets permission as quickly and efficiently as possible; and
- we have set up our own company, so the Council can build homes itself, whether on our own land or through partnerships with others.

But a new Local Plan can also help *build a better East Cambridgeshire*.

- It can release much needed land, to help businesses grow and homes (including affordable homes) to be built, in places we want such growth to take place (and not in places where speculative developers pick and choose);
- It can have a more positive 'yes please' set of essential policies, which support high quality development, rather than lengthy pages of policy hurdles, putting off developers.

Foreword

The policies within the Local Plan will make sure that our settlements grow in the right way, ensure we have homes and employment where we need them, and ensure our new communities are sustainable, accessible and inclusive.

This Local Plan will help *build a better East Cambridgeshire*.

Thank you



Councillor Charles Roberts
Leader of the Council

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1.1 Introduction

1.1.1 East Cambridgeshire District Council is reviewing its adopted Local Plan. This is an important document as it will determine what East Cambridgeshire will look like in the future and how it will become an even better place to live, work and visit.

1.1.2 The new Local Plan will replace the Local Plan (and all the policies within it) adopted in April 2015. It will not replace any adopted Minerals and Waste plans.

1.1.3 We are currently at the third and final stage in the process and are consulting on a Proposed Submission version of the Local Plan, which sets out, subject to final consultation and independent examination, the planning policies and proposals for growth and regeneration in East Cambridgeshire.

How to make comments on this Proposed Submission Local Plan

1.1.4 This is the third opportunity for you to make comments on the emerging plan.

1.1.5 The Proposed Submission Local Plan can be viewed at:
<http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>. Comments can be made online, during the consultation period, via this webpage.

1.1.6 Paper copies of this Local Plan are available to read at libraries across the district and East Cambridgeshire District Council's reception area at The Grange in Ely.

1.1.7 Paper copies of the Response Form (Form H) are available to collect from the Council's reception area and local libraries. Alternatively, an electronic version of the Response Form can be downloaded from the Council's website and returned by e-mail to planningpolicy@eastcambs.gov.uk. Please post completed forms to:

Strategic Planning Team
 East Cambridgeshire District Council
 The Grange
 Ely
 Cambridgeshire
 CB7 4EE

1.1.8 Please clearly let us know exactly which section of the document or policies map you are commenting on. The consultation commences on 8 November 2017 and the closing date for all comments is **11.59pm on 19 December 2017**. Please note that all comments will be uploaded to our online consultation portal and will not be confidential.

What stage are we at?

1.1.9 This is the third stage in a lengthy process of producing a new Local Plan. This Proposed Submission Local Plan captures the key issues that we already know about and has attempted to address concerns raised at the earlier stages. It also takes account of the representations and suggested sites we received during the both the February - March 2016 consultation and January - February 2017 consultation. Thank you to all those who made comments.

1.1.10 To demonstrate that the Local Plan is a fundamental part of the Council's strategy for the district, this Local Plan has been structured to reflect the Council's agreed corporate priorities.

1.1.11 The Local Plan timetable is summarised in the table overleaf:

Introduction

Stage	Description	Date the stage is proposed to take place
Consult on a sustainability appraisal (SA) scoping report	The SA scoping report sets out the sustainability objectives proposed to be used to appraise the economic, social and environmental effects of the emerging Local Plan policies. The SA scoping report is subject to consultation.	Sept – Oct 2015 COMPLETED
Public participation (Regulation 18)	Opportunity for interested parties and statutory consultees to consider the options for the plan before the 'Proposed Submission' document is produced. This stage may involve one or more public consultation rounds, each for a minimum 6 weeks. We intend two rounds for the new Local Plan. The first round includes a 'call for sites' for the Council to consider new allocations; the second round will set out the Council's preferred sites for allocating.	Feb - March 2016 COMPLETED
		Jan - Feb 2017 COMPLETED
Proposed-Submission Publication (Regulation 19)	The Council publishes the Local Plan which is followed by a 6 week period when formal representations can be made on the Local Plan.	Nov - Dec 2017
Submission (Regulation 22)	The Council submits the Local Plan to the Secretary of State together with the representations received at Regulation 19 stage.	Jan - Feb 2018
Independent Examination Hearing	Held by a Planning Inspector to investigate orally issues raised.	Summer 2018 (estimate: dates set by Inspector)
Inspector's Report	This will report whether the Plan is 'Sound' or 'Not Sound'. The Inspector may make recommendations to make the plan 'sound'.	Autumn 2018 (estimate)
Adoption of DPD (Local Plan)	Final stage, the Council will formally need to adopt the Local Plan and it will then be used in making planning decisions.	Autumn 2018

Technical Notes

Status of this Proposed Submission Local Plan (November 2017) for Decision Makers

When reading this draft Local Plan please note the following information about the status of the Proposed Submission Local Plan.

This plan has been produced in accordance with National Planning Policy Framework (NPPF). The NPPF was issued by Government in March 2012, followed by the 'live' National Planning Practice Guidance (NPPG) from March 2014 onwards. This Proposed Submission Local Plan has been written to complement the NPPF and comply with the guidance in the NPPG. Should the NPPF or NPPG be revised in the future then references to the NPPF and NPPG in this document should be checked against the latest version of the NPPF and NPPG in force at that point in time. This Local Plan does not repeat policies in the NPPF; it builds on them when necessary and ensures locally specific issues are covered.

The NPPF clarifies the position on the status of emerging plans. It states:

Para 216: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to policies in this framework the greater the weight that may be given).*

In accordance with NPPF paragraph 216, the policies contained within this emerging plan will be used (alongside the current development plans and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found in either the current Local Plans or the NPPF. In helping determine proposals, the amount of 'weight' to be given to the content of this emerging plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision maker to decide and will vary depending on the specific elements of the proposal. At this final draft (Proposed Submission) stage of plan preparation, the weight to be given to this emerging Local Plan is more substantial than for previous stages, though the 'starting point' for decision makers remains with the existing adopted Local Plan.

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Introducing East Cambridgeshire

2.1 Introducing East Cambridgeshire

Description of East Cambridgeshire

2.1.1 East Cambridgeshire is a predominantly rural district located to the north-east of Cambridge within the county of Cambridgeshire. The district covers an area of 655km² and has a population of about 85,500⁽¹⁾. The population has increased significantly in recent years and growth is expected to continue.

2.1.2 There are four main settlements namely the cathedral city of Ely, the market towns of Soham and Littleport, and the large village of Burwell. Together, these comprise approximately 56% of the district's population, with the remaining population spread between about 50 villages and other rural parts of the district.

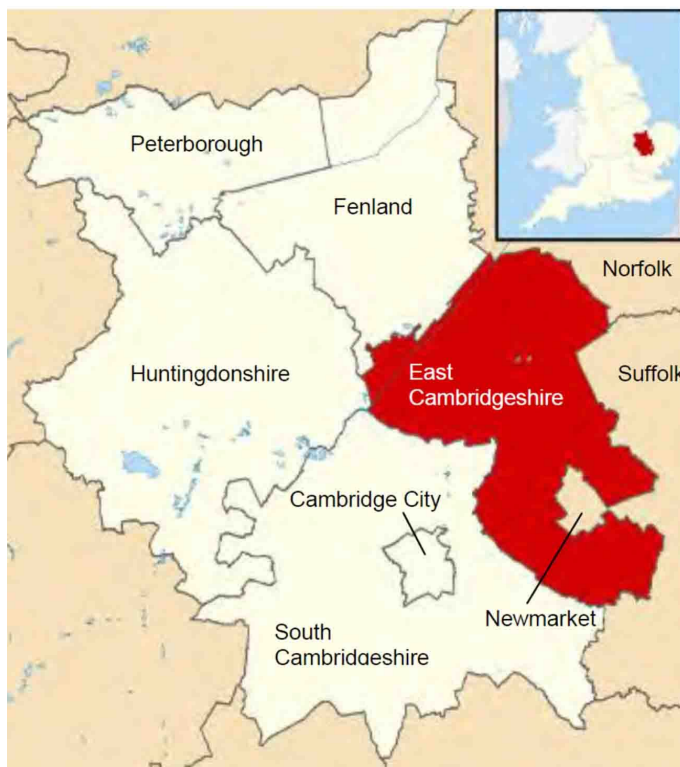
2.1.3 Ely is the largest urban area and acts as a retail, service and administrative centre for a wide rural catchment. The city is also an important tourist destination with its internationally renowned Norman cathedral and links to Oliver Cromwell. However, there are issues with congestion around the station area and a need for further facilities. Soham is a small market town with a range of shops, catering for day-to-day needs. Littleport is a small fenland town with a very localised service catchment due to its proximity to Ely. The villages of Bottisham, Burwell, Haddenham and Sutton play a key service role for their rural hinterlands.

2.1.4 Once an agricultural focused area, the district is now a favoured business location in its own right. Employment rates are higher than the national average, with key sectors including construction, agriculture, and professional/technical services. Despite increases in the number of jobs in the district over the last decade, there are high levels of out-commuting to jobs in the Cambridgeshire area. A very high proportion of local businesses employ fewer than 10 people.

2.1.5 The landscape and economy of East Cambridgeshire can be broadly defined into two sub-areas. The northern part of the district is predominantly intensively farmed fenland, with many settlements located on higher ground on the old 'islands' in the fen. Flood risk is a key issue, with much of the land at or below sea-level. With the possible exception of Ely, incomes are generally lower and deprivation is more marked than the southern part of the district. The south of the district consists of elevated chalk and heath land and contains a range of attractive villages and hamlets. The local economy and landscape is dominated by the horse racing industry with large areas of farmland converted to stud use. Residents in the south of the district mainly look to Newmarket and Cambridge for services and facilities.

2.1.6 The district contains many special landscape, natural and heritage asset features, including:

- An internationally important Norman Cathedral, often cited as one of the Seven Wonders of the World (Middle Ages)



¹ East Cambridgeshire population mid-2013 estimate: Cambridgeshire County Council Research Group

Introducing East Cambridgeshire

- 1,910 hectares of land within the Cambridge Green Belt, around the villages of Bottisham, Lode and Swaffham Bulbeck
- Four internationally important wildlife sites: Wicken Fen, Chippenham Fen, the Ouse Washes and Devil's Dyke
- 20 Sites of Special Scientific Interest
- 80 County Wildlife Sites
- Over 950 Listed Buildings, 27 Conservation Areas, 50 Scheduled Ancient Monuments and four Historic Parks and Gardens

2.1.7 According to a 2012 survey⁽²⁾, East Cambridgeshire's residents have the best quality of life of any rural area in Great Britain. In particular, health and life expectancy are amongst the highest of rural areas. However, there are variations across the district, and pockets of deprivation exist.

Key issues and challenges

2.1.8 The district benefits from an attractive rural environment, and has a good level of overall prosperity. However, a number of specific issues need to be addressed. These are mainly related to the challenges of managing high levels of growth and the effects of population increase.

2.1.9 In particular, the success of the Cambridge economy has had a profound effect as the relative affordability of housing, compared to Cambridge, has stimulated rapid population growth in East Cambridgeshire. This has meant a significant increase in the level of out-commuting and pressures on local house prices. According to the information provided by Census 2011, there were 31,112⁽³⁾ workers aged 16 to 74 employed in East Cambridgeshire. Out of this over 21,000⁽⁴⁾ were commuting to work outside the district. That is a considerable proportion of the local workforce.

Strategic Priorities for Development and Use of Land in East Cambridgeshire

2.1.10 The NPPF (para.156) suggests Local Plans set out the 'strategic priorities' for the area, and include strategic policies to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

2.1.11 The following table sets out the strategic priorities for the development and use of land in East Cambridgeshire (for the purpose of section 19(1B) of the Planning and Compulsory Purchase Act), and indicates the strategic policies within this Local Plan which will deliver each strategic priority.

2 Halifax Rural Areas Quality of Life Survey 2012
 3 Source: <https://www.nomisweb.co.uk/census/2011>
 4 ONS 2011 Census Commuting patterns

Introducing East Cambridgeshire

Strategic Priorities	Relevant Local Plan Strategic Policies
To deliver homes and jobs needed for the district	<ul style="list-style-type: none"> Policy LP2: Level and distribution of growth Policy LP3: The Settlement Hierarchy and the Countryside Policy LP5: Community-led development Policy LP6: Meeting local housing needs Policy LP7: Gypsy and Travellers and Travelling Showpeople Sites Policy LP8: Delivering Prosperity and Jobs
The provision of retail, leisure and other commercial development	<ul style="list-style-type: none"> Policy LP9: Equine development Policy LP10: Development affecting the horse racing industry Policy LP11: Tourist facilities and visitor attractions Policy LP12: Tourist accommodation (exc Holiday Cottages) Policy LP13: Holiday Cottage Accommodation Policy LP14: Retail and other main town centre uses Policy LP15: Retail uses in town centres
The provision of strategic infrastructure	<ul style="list-style-type: none"> Policy LP16: Infrastructure to support growth Policy LP17: Creating a sustainable, efficient and resilient transport network Policy LP18: Improving cycling provision Policy LP24: Renewable and Low Carbon Energy Development
The provision of health, security, community and cultural infrastructure and other local facilities	<ul style="list-style-type: none"> Policy LP19: Maintaining and improving community facilities Policy LP21: Open Space, sports and recreation facilities Policy LP22: Achieving Design Excellence Policy LP29: Conserving Local Green Spaces
Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.	<ul style="list-style-type: none"> Policy LP4: Green Belt Policy LP20: Delivering Green Infrastructure, Trees and Woodland Policy LP22: Achieving Design Excellence Policy LP23: Water Efficiency Policy LP25: Managing Water Resources and Flood Risk Policy LP26: Pollution and Land Contamination

Objectives

2.1.12 A good understanding of the needs, constraints and issues facing East Cambridgeshire is essential to inform the Local Plan. An extensive review of all strategies, plans, policies and other local or national information was undertaken through what is known as the Sustainability Appraisal Scoping Report. An overview of the key issues and how these issues are translated into objectives for both the local plan and the sustainability appraisal process is set out in the table below.

Introducing East Cambridgeshire

Topic	Local Plan Key Issues	Objectives (for both the Local Plan and the Sustainability Appraisal process)
1 Land and water resources	<p>Limited availability of previously developed land in sustainable locations and this may put development pressure on high quality agricultural land.</p> <p>New development may sterilise important local sources of limestone, clay, sand and gravel.</p> <p>New development will place additional demands on water supply and sewerage in an area with limited capacity and, in common with the rest of Cambridgeshire, the district is characterised as an area of severe water stress.</p>	<ol style="list-style-type: none"> 1. Minimise the irreversible loss of undeveloped land and productive agricultural holdings; 2. Reduce the use or sterilisation of non-renewable resources; 3. Limit water consumption to levels supportable by natural processes and storage systems.
2 Biodiversity	<p>Development may affect areas covered by national, international and local designations. These are often very sensitive and can be easily affected by impacts from non-adjacent locations.</p> <p>New development could provide opportunities for habitat enhancement in priority areas, and where appropriate, enhance public access to these areas.</p>	<ol style="list-style-type: none"> 1. Avoid damage to designated statutory and non-statutory sites and protected species; 2. Maintain and enhance the range and viability of characteristic habitats and species; 3. Improve opportunities for people to access and appreciate wildlife and wild places.
3 Landscape, townscape and archaeology	<p>Need to ensure that the character and appearance of the built environment is protected and enhanced, especially within areas of historic importance. It will also be important to ensure that all new development is well designed and locally distinctive. Enhancing the character and distinctiveness of the district will help to benefit tourism.</p> <p>Although the district has a good quality of life overall, there are areas for improvement, many of which are discussed above. There are also opportunities to improve certain parts of the district, including riverside areas and town centres.</p>	<ol style="list-style-type: none"> 1. Conserve and enhance the historic environment, heritage assets and their setting; 2. Maintain and enhance the diversity and distinctiveness of landscape and townscape character; 3. Create places, spaces and buildings that work well, wear well and look good.
4 Climate change and pollution	<p>The district is predominantly rural with a dispersed population, which creates challenges in providing a comprehensive public transport network. Many local communities are reliant on the car as their only transport option. Many settlements also have high levels of road-based freight traffic going through them.</p> <p>These issues impact on carbon dioxide emissions, air quality, noise, public safety and the quality of the environment in towns and villages. The challenge is to ensure that development is directed to sustainable locations where sustainable modes of transport are more likely, rather than the car; and that freight traffic is well managed.</p> <p>There have been improvements in recycling in recent years: the district council has moved up the recycling league table and currently over 50% of the waste is recycled.</p>	<ol style="list-style-type: none"> 1. Reduce emissions of greenhouse gasses and other pollutants; 2. Minimise waste production and support the recycling of waste products; 3. Limit or reduce vulnerability to the effects of climate change (including flooding).

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Topic	Local Plan Key Issues	Objectives (for both the Local Plan and the Sustainability Appraisal process)
	The district is particularly vulnerable to the impacts of climate change such as flooding and drought, because many areas are low lying and within areas of water stress.	
5 Healthy communities	<p>The provision of green infrastructure is recognised as a desirable 'win-win' approach to combating climate change, since it can deliver other social, economic and environmental benefits.</p> <p>Fear of crime in the district is disproportionate to actual crime rate.</p> <p>Maximising the creation of new green infrastructure will help to deliver a sustainable 'green living landscape' and enhance healthy living.</p>	<ol style="list-style-type: none"> 1. Maintain and enhance human health; 2. Reduce and prevent crime, and reduce the fear of crime; 3. Improve the quantity and quality of publicly accessible open space.
6 Inclusive communities	<p>Recent high levels of growth have placed pressure on local services and facilities including health, education and leisure. The provision of a good broadband service is also critical to support business growth, especially in the rural areas where the current service can be poor. The challenge is to ensure that services and facilities are delivered alongside growth.</p> <p>There is a high level of affordable housing need in the district and continuing concerns about housing affordability, with average house prices out of reach for many on lower to middle incomes.</p> <p>The retention of local services is a key issue, particularly for rural communities. The challenge is to resist the loss of important facilities and support the delivery of new ones. This will be especially important in the context of the district's ageing population, and the dispersed rural nature of the district.</p>	<ol style="list-style-type: none"> 1. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities); 2. Redress inequalities related to age, gender, disability, race, faith, location and income; 3. Ensure all groups have access to decent, appropriate and affordable housing; 4. Encourage and enable the active involvement of local people in community activities.
7 Economic activity	<p>The district has high level of out-commuting (21,052 <i>out-commute</i>, 8,223 <i>in-commute</i>), with many higher skilled workers commuting to Cambridge (7,200 <i>people commute into Cambridge City, and 4,500 to South Cambridgeshire</i>) (source: 2011 Census).</p> <p>Whilst recent housing growth has been low, over the past decade or so housing growth has been high but the pace of economic growth has not.</p> <p>Parts of East Cambridgeshire is well served by rail, with Ely providing links with Cambridge, Peterborough, Norwich, Stansted Airport and London. However, use of the lines running through Ely for transporting freight is increasing, causing congestion on the A142 as the rail crossing is frequently closed to large vehicles. The A10 and other key roads also experience significant congestion.</p>	<ol style="list-style-type: none"> 1. Help people gain access to local satisfying work, appropriate to their skills and potential; 2. Support appropriate investment in people, places, communications and other infrastructure; 3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy especially Ely and the market towns.

Introducing East Cambridgeshire

Topic	Local Plan Key Issues	Objectives (for both the Local Plan and the Sustainability Appraisal process)
	<p>New economic development needs to focus on the provision of higher skilled jobs, supported by the allocation of quality business parks and opportunities for homeworking to tackle the increasing levels of out-commuting and its associated congestion and pollution. This will help to create more sustainable and self-contained communities.</p> <p>The city of Ely and the two market town centres of Soham and Littleport form the core of East Cambridgeshire's retail offer and their vitality and viability are critical to the success of the local economy.</p>	

2.2 The Vision

2.2.1 This vision describes the proposed future development of the district until 2036. It goes beyond what can be achieved purely through the planning process, describing overall objectives which can be realised through a variety of delivery means. However, the vision is founded on realistic, achievable goals.

A Vision for East Cambridgeshire

In 2036, we will have built a better East Cambridgeshire, accommodating the development of 10,835 new homes and 6,000 jobs.

However, East Cambridgeshire will have maintained a high quality of life and retained its distinct identity as a predominantly rural area of villages and market towns.

Wherever new housing (including affordable housing) is provided, it will respond to local needs and requirements as far as possible in terms of type, size and tenure. All new housing will be of high quality, with good accessibility and well designed, ensuring that the distinctive character of the district's towns and villages is maintained and enhanced. More and more homes will come forward through community-led development schemes, with the local community deciding where and what should come forward to help maintain their thriving community.

The district will have taken advantage of the economic vitality of the Cambridge sub-region, and have a diverse and thriving economy, with vibrant and attractive towns and villages which act as employment and service centres for their surrounding rural areas. More residents will have a high quality of life, with increased access to housing, a wider range of local better skilled jobs, and good quality services and facilities.

More local employment opportunities, boosted by an Enterprise Zone, will be available, limiting out-commuting, increasing high quality local jobs, and creating more balanced communities with a better level of self-containment. A mix of market and affordable homes will be delivered to meet local needs, with Community Land Trusts and other forms of community-led development leading the way in providing high quality, locally supported new homes and other facilities.

Necessary infrastructure and community facilities/services will be in place to support growth. In the wider countryside, appropriate development will be allowed where this meets local needs and supports the long-term sustainability of a settlement.

Introducing East Cambridgeshire

Communities will have improved social, recreational, health and educational facilities. The needs of elderly, young and lower-paid people will receive special attention. Existing vital community services will be retained and new infrastructure and services required to support growth will be delivered on time to meet the needs of new residents. The levels of crime and the fear of crime will have been further reduced.

Transport deficiencies will be tackled and accessibility improved. The Ely Station Gateway will be transformed, following the opening of the A142 southern bypass between Angel Drove and Stuntney Causeway. Better cycling and pedestrian facilities and links will continue to be provided, including segregated cycle routes along key routes linking towns and villages. Other infrastructure improvement projects to support growth will be delivered.

The overall diversity and quality of East Cambridgeshire's countryside and natural environment will have improved and the historic environment conserved and enhanced. There will be better access to the countryside and green spaces for local communities which helps to improve people's quality of life and health. The challenges presented by climate change will have been embraced, with new development being located and designed to minimise resource and energy use and reduce the risk of flooding.

2.3 Monitoring and Review

2.3.1 The Local Plan covers the period up to 2036, but it will respond to changing local circumstances and/or changes in national policy and will be reviewed when it becomes necessary. In particular it will be important that there is a sufficient supply of housing and employment land in the district to deliver identified needs.

2.3.2 The Council will regularly monitor the supply of suitable land and the effectiveness and implementation of other policies through the annual Authority Monitoring Report (AMR) and regular housing supply updates (including covering matters such as the 'five year land supply', as required by national policy). If there is an insufficient supply of land, or other targets are not being met, it may be necessary to carry out a review of the Local Plan. On a lesser level, it may be necessary to produce additional Supplementary Planning Documents to give guidance on the implementation of a particular policy.

2.3.3 The Council will co-operate positively with neighbouring planning authorities, the Combined Authority and with the joint planning arrangements across Cambridgeshire and Peterborough.

A Growing East Cambridgeshire

3.1 Introduction to A Growing East Cambridgeshire

3.1.1 This section of the Local Plan sets out the overall strategy for meeting East Cambridgeshire's needs to 2036. It sets out how much growth we need and how it is to be distributed.

3.1.2 The section cuts across several of the Council's six corporate priorities, including delivering housing, improving infrastructure and supporting the creation of new jobs.

3.2 A Presumption in Favour of Sustainable Development

3.2.1 In line with national policy, the Local Plan as a whole is based on a presumption in favour of sustainable development, as confirmed by the following policy.

Policy LP1: A Presumption in Favour of Sustainable Development

At the heart of the strategy for East Cambridgeshire is a desire to deliver sustainable growth; growth that is not for its own sake, but growth that brings benefits for all sectors of the community - for existing residents as much as for new ones.

When considering development proposals, East Cambridgeshire District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in East Cambridgeshire.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

3.3 Level of Growth - Housing

3.3.1 As required by the NPPF, this Local Plan must define the overall level of growth, such as for new housing, in East Cambridgeshire.

3.3.2 Growth targets should be informed by need. At the Preliminary Draft Local Plan stage (February 2016) the 'objectively assessed need' for housing, including market, affordable, and other tenures was determined through the preparation of a local East Cambridgeshire update (2015) to the more geographically wider Cambridge Strategic Housing Market Assessment (SHMA) (2013) together with associated supporting reports. However, in July 2016, Government issued further household forecast data, which meant a further local update was needed. This was produced (October 2016), and the headline 'objectively assessed need' for housing, as set out in the 2016 local update, was for 12,900 new homes between 2014-2036 (or 586 per annum).

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3.3.3 However, in September 2017, Government published a consultation document entitled "Planning for the right homes in the right places", which has the intention of getting away from local based methods of calculating housing need and instead using a national standard method to calculate the 'local housing need'. The effect of the new method, assuming it is confirmed by government, is to increase the East Cambridgeshire housing need to 598pa, and also bring forward the start date of the plan to 2016. The overall effect therefore is a housing target for the plan period of 11,960 homes (2016 - 2036).

3.3.4 Despite the new method, the Council must still take into account what it agreed in 2013 when the Cambridgeshire authorities, plus Peterborough, signed a 'Memorandum of Cooperation' to support a coherent and comprehensive growth strategy across Cambridgeshire and Peterborough between 2011 and 2031. This included the agreement that Peterborough would accommodate 2,500 of the housing need arising in the Cambridge Sub-Region Housing Market Area (which includes areas close to Peterborough, such as Yaxley and Whittlesey). As part of that redistribution, East Cambridgeshire (by 1,500) and Fenland (by 1,000) had their housing targets reduced from the originally identified need figure. This collaborative approach was undertaken as part of the requirements of the duty to co-operate as set out in the Localism Act 2011, and was endorsed by a Planning Inspector in April 2014 (for Fenland) and March 2015 (for East Cambridgeshire). For example, the Inspector for the East Cambridgeshire Local Plan stated in his Inspector's Report (March 2015, para 28) that, following consideration of all the issues, the approach outlined above "*does not therefore appear either unreasonable or inconsistent with the overall policy thrust of the [National Planning Policy] Framework*".

3.3.5 East Cambridgeshire District Council continues to support that agreement and maintains it for this new Local Plan for East Cambridgeshire, albeit the redistribution is reduced by 25% to reflect the time frame involved, meaning a revised redistribution of 1,125 for East Cambridgeshire for this Local Plan. **As such, this new Local Plan plans for 10,835 new homes, between 2016-2036 (or 542 pa).** This is a substantial increase in homes in the district, and represents around a third increase in total housing stock (there were 35,747 homes recorded in the 2011 Census for East Cambridgeshire), and clearly demonstrates the Council's commitment to the national policy desire to boost the supply of homes.

3.3.6 However, to determine how much new land we need to allocate, we must take account of any completions since 2016 (the base date of the Local Plan for the purpose of housing forecast). The Council monitors housing completions annually, and publishes the results in an Authority Monitoring Report (AMR). The AMR covering the period 2016/17 is not, at the time of writing, yet published, but it is expected to confirm that 232 homes were built in 2016/17.

3.3.7 AMR's also set out details such as dwellings to be completed on sites where construction has started, and permitted dwellings on sites where no construction has started. These 'commitments' can be taken off the overall dwelling target of 10,835. Such 'commitments' could be on large sites (10 or more dwellings) or smaller sites (1-9 dwellings). The large sites are identified in this Local Plan as allocations, whereas the small sites are not. However, both count towards meeting the overall housing target.

3.3.8 Finally, it is reasonable for a Local Plan to make an allowance for (usually small) sites coming forward on unallocated land for residential development. These are known as 'windfall' development. These are typically schemes for 1-9 dwellings within urban areas, but also includes any isolated rural dwellings or 'exception' sites on the edges of villages. A figure of 850 homes (approximately 50 per year) coming forward via 'windfall' development over the period to 2036 is considered reasonable. In addition, and reflecting the Council's corporate priorities, a minimum of 210 homes are anticipated to come forward via Community Land Trust (CLT) schemes on non-allocated sites in the plan period.

3.3.9 The following table summarises the situation:

A Growing East Cambridgeshire

	Net Dwellings
Headline 'local housing need' (LHN) for new homes, 2016-36	11,960
Redistribution of need within the wider Cambridge and Peterborough Housing Market Areas	- 1,125
Homes built, 2016 - 2017	- 232
Commitments on small sites (1-9 dwellings)	- 610
Windfall allowance (2019 - 2036) (50 per annum)	- 850
Community Land Trust (CLT) allowance (2022 - 2036) (15 per annum)	- 210
Remaining total (to be allocated on sites, some of which already have planning permission)	8,933

3.3.10 This Local Plan makes provision, via allocations, for around 9,770 new homes, thus exceeding the above total to be found. Exceeding the above target is important, in order to overcome the inevitability that one or more sites do not deliver in the Local Plan period. Many of the allocations are simply carried forward from the adopted Local Plan 2015, but this emerging Local Plan is also suggesting many more new sites, in order to meet the need.

3.3.11 It is important for a Local Plan not only to meet its needs over the plan period, but also ensure a supply of deliverable sites to meet its 'five year land supply' obligations, in line with national policy. A wide choice of sites have been included in this Local Plan, to help. However, due to the poor recent delivery rate, and the reliance on a number of large sites which will take time to start delivering, it would be wholly inappropriate and unrealistic to expect any backlog arising in the first few years to be delivered in the preceding five years. As such, the 'Liverpool Method' applies to future supply calculations, up to 31 December 2022.

3.4 Level of Growth - Jobs/Employment Land

3.4.1 The job growth target for the Local Plan is based on 2016-based forecasts by the East of England Forecast Model (EEFM). This suggests we should be planning for 4,820 jobs (total jobs, including part time) for the period 2014 to 2036. However, job forecasts can wildly fluctuate year on year, for example the 2014 based forecast for the same period was for a jobs growth of 7,100. As such, the Council is taking a mid point of 6,000 jobs as a target for this Local Plan. The allocations we have made in this Local Plan amount to around 150ha and is more than sufficient to meet our forecast job needs (allowing for losses, flexibility and choice).

3.5 Level of Growth - Retail

3.5.1 As the population grows, additional retail development will be required to provide shopping opportunities at a local level. Whilst it is very difficult to forecast accurately future shopping patterns (and the impact of internet shopping and home delivery, for example), the Council's Retail Assessment (2012) assesses qualitative issues and quantitative requirements for additional retail floorspace to meet future needs. The Study concluded that there will be a need over the period between 2012 and 2031 for 3,000m² (net) of new convenience (food) retail and 10,000m² (net) of new comparison (non-food retail). Much of this provision will be met in Ely.

3.6 Broad Distribution of Growth

3.6.1 Following consideration of views and evidence material, this Local Plan has determined that the most appropriate distribution of growth is one which is main town led, but with a significant

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emphasis on distributing growth proportionally across the district. However, this does not mean a detailed and fixed growth percentage is applied to all settlements. Rather, it is simply saying that all areas should be considered for growth, on a broadly proportionate basis. Other matters, such as deliverability of specific sites, and infrastructure capacity/constraints, also influences the final distribution.

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3.7 The Strategy for Growth

3.7.1 The following policy summarises the Council's overall approach to the level and distribution of growth.

Policy LP2: Level and Distribution of Growth

This Local Plan will facilitate the delivery of:

- 10,835 new dwellings (2016 - 2036);
- 6,000 new jobs (2014 - 2036); and
- appropriate other forms of development (such as retail) and infrastructure provision.

The distribution of growth and investment will be main towns-led, together with an element of proportionate growth across the district to boost delivery and supply, with specific allocations having been subject to consideration of deliverability and infrastructure capacity, constraints and opportunities.

For the purpose of identifying and updating annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against the Local Plan's housing requirements, the 'Liverpool method' of spreading the backlog across the remainder of the plan period applies to East Cambridgeshire for all five year land supply reports published up to 31 December 2022.

3.8 Settlement Hierarchy and the Countryside

3.8.1 A settlement hierarchy ranks settlements, usually taking account of their size and range of services and facilities. It ultimately provides a framework to assist decisions about the scale and location of new development, and the targeting of investment in any new services and facilities. In general terms, a hierarchy helps in decision making that will promote more sustainable communities – bringing houses, jobs and services closer together in settlements that already offer the best range of services and facilities.

3.8.2 A settlement hierarchy also helps to protect the character of the landscape, by maintaining and reinforcing the distinction between built-up areas and countryside, and placing a restriction on the forms of development that would be acceptable in the countryside.

3.8.3 In East Cambridgeshire there are a number of settlements ranging in size from the city of Ely to market towns, villages (of varying sizes), hamlets and individual, isolated dwellings. One of the particular characteristics of the local authority area is that it is not dominated by a single settlement, but rather a collection of settlements, albeit Cambridge to the immediate south exerts a considerable influence on the area.

3.8.4 In order to identify a hierarchy the Council has produced a Settlement Hierarchy Study (November 2017). This identifies which settlements should be included in any hierarchy; what tiers should constitute the hierarchy and what criteria have been used to identify the villages that should appear in each tier.

3.8.5 It is emphasised that the position of any village in the hierarchy is largely a reflection of its size, and the scale and range of its services and facilities. Whilst this offers a pointer to its suitability (or not) for further development, it does not follow that new development is either appropriate or necessary. For example, a village may be highly placed in the hierarchy, but subject to constraints which restrict the scope for further development. Such constraints would not alter its position in the hierarchy, but would be a critical factor in determining its suitability for any growth.

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3.8.6 This policy does not set an absolute restriction on the number of dwellings or other development that would be acceptable. This would be determined by applying Local Plan policies relating to such matters as density, amenity, traffic implications and greenspace provision.

3.8.7 It is emphasised that place names in the policy are references to villages, not parishes, as there are instances where a village extends across parish boundaries and therefore includes properties in more than one parish.

3.8.8 For many years the Council has defined on the Policies Map a **development envelope** for each village which sets the limit of the built-up area. The primary purposes of the envelopes, and the policies which apply within and outside them, is to prevent the spread of development into the countryside, to maintain the essential character of each settlement and to control the growth within and outside each settlement in accordance with the settlement hierarchy in policy LP3. The development envelopes have been updated for this Local Plan, primarily to reflect new site allocations.

3.8.9 It is Government policy that development in the countryside should be controlled, in order to conserve its character and natural resources. By identifying the settlement hierarchy and distinguishing between settlements and the countryside, the policy approach places a restriction on types of development other than those where a rural location might be justified. Policy LP31 sets out further criteria for development in the countryside, though see also Policy LP5 on community-led development, and Policy LP32 for infill development.

Policy LP3: The Settlement Hierarchy and the Countryside

The East Cambridgeshire settlement hierarchy is as follows:

- Main Settlements – City of Ely, Littleport, Soham
- Large Villages – Bottisham, Burwell, Fordham, Haddenham, Isleham, Little Downham, Stretham, Sutton, Witchford
- Medium Villages – Ashley, Burrough Green/Burrough End, Cheveley, Dullingham, Kennett, Little Thetford, Lode with Long Meadow, Mepal, Newmarket Fringe, Stetchworth, Swaffham Bulbeck, Swaffham Prior, Wilburton
- Small Villages - Aldreth, Barway, Black Horse Drove, Brinkley, Chettisham, Chippenham, Coveney, Kirtling, Prickwillow, Pymoor, Queen Adelaide, Reach, Saxon Street, Snailwell, Stuntney, Upend, Upware, Wardy Hill, Wentworth, Westley Waterless, Wicken, Witcham and Woodditton.

The allocation of development sites in this Local Plan has been informed (but not dictated) by the hierarchy above.

Allocations for housing and/or employment purposes have been made for all settlements in the top two tiers, and some of the third tier.

Allocations have not be made in this Local Plan for Small Villages, unless a site of major development (e.g. 10 dwellings or more) has already received consent. However, small scale minor development within these settlements (i.e. within the development envelope), such as 9 dwellings or less, of a scale and design appropriate to that settlement, will be supported in principle.

In addition, community-led development schemes will be supported in principle in, or adjacent to, all settlements listed in all four levels of the hierarchy, subject to Policy LP5.

The development envelope for each village is identified on the Policies Map. Proposals within the development envelope will be supported in principle, in line with Policy LP1, subject to it being of an appropriate scale for the settlement. Land outside the development envelope is

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defined as countryside. Development in the countryside (i.e. outside the boundary of all settlements in the hierarchy) will be restricted to that which is:

- a. demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation and access to natural greenspace, transport or utility services; or
- b. community-led development (which satisfies Policy LP5); or
- c. equine related development (which satisfies Policy LP9); or
- d. in accordance with Policy LP31; or
- e. infill development (which satisfies Policy LP32); or
- f. minerals or waste development in accordance with the separate Minerals and Waste development plan.

3.9 Green Belt

3.9.1 The NPPF attaches great importance to Green Belts in preventing urban sprawl and keeping land permanently open. Strict control of development should ensure their open and rural character is not eroded.

3.9.2 The Cambridge Green Belt was established in 1965, and includes approximately 1,910 hectares of East Cambridgeshire around the villages of Bottisham, Lode and Swaffham Bulbeck. The purposes of the Cambridge Green Belt are to: preserve the unique character of Cambridge as a compact city with a thriving historic centre; maintain and enhance the quality of Cambridge's setting; and prevent communities in the environs of Cambridge from merging into one another and with the city.

3.9.3 The boundaries of the Green Belt in East Cambridgeshire were subject to minor changes in the Core Strategy (2009) and again in the Local Plan (2015) to remove anomalies and release a small area of land for residential development on the edge of Bottisham. These changes were informed by the Council's Green Belt Assessment (2005).

3.9.4 This new Local Plan makes no further adjustments to the Green Belt.

3.9.5 Development proposals which come forward in the Green Belt will be assessed against Government policy in the NPPF and other policies in this Local Plan. Development will be strictly controlled. The NPPF sets out clear guidance on the types of buildings and development that may exceptionally be permitted in Green Belt areas.

Policy LP4: Green Belt

Development in the Green Belt, as identified on the Policies Map, will be strictly controlled, and limited to certain exceptions as prescribed in the NPPF.

Where development is accepted, in principle, within the Green Belt it must be:

- a. Located and designed so that it does not have an adverse effect on the rural character and openness of the Green Belt; and
- b. Subject to landscaping conditions, together with a requirement that any planting is adequately maintained to ensure that any impact on the Green Belt is mitigated; and
- c. Subject to conditions and other agreements whereby if the permitted development does not proceed, any alternative proposals for the site would be considered on the basis of the site being in the Green Belt, with no weight attached to any previous alternative consents.

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Where development is considered outside of, but adjacent to, the Green Belt, account will be taken of any adverse impact on the purposes of the Green Belt. Development on the edges of settlements that are surrounded by the Green Belt must include high quality landscape and design in order to protect the purposes of the Green Belt.

Should a future review of this Local Plan result in land being taken out of the Green Belt for a specific purpose, then if that specific purpose does not materialise then the land would revert back to Green Belt. Alternative proposals for the released land would not be permitted.

Delivering Homes and Jobs

4.1 Introduction to Delivering Homes and Jobs

4.1.1 The Local Plan needs to consider how employment and homes can be delivered. This will partly depend on economic factors outside the remit of the planning system. However, ensuring that land is available and appropriate for various types of employment, homes and other uses give some certainty to land owners and developers, and can help facilitate development.

4.2 Community-Led Development (including Community Land Trust (CLT) schemes)

4.2.1 East Cambridgeshire District Council has a vision to deliver affordable and sustainable development, with communities playing a greater part in delivering growth. It is a corporate priority to help make this happen.

4.2.2 The Council seeks community-led developments, primarily via Community Land Trusts (CLTs), to come forward all over the district. For example, it could be a small affordable housing scheme in a rural village, a mixed housing and commercial scheme in a medium size settlement, or a large scale housing and employment scheme in one of the market towns. This Local Plan will help to deliver whatever it is that the community wants to deliver.

4.2.3 Active CLTs across East Cambridgeshire are continuing to move forward bringing together developers, landowners and residents for the good of a town or village. They are delivering new homes, business units, health facilities and community spaces.

4.2.4 The Council sees community-led development schemes as a great way of helping local residents get affordable homes as well as the infrastructure which is often missing in our more rural areas. These schemes also provide important additionality in terms of wider community benefits, such as community assets and open space. Community-led developments are the product of collaboration between developers, landowners and communities – with each project creating lasting benefits for towns and villages for generations to come.

4.2.5 Policy LP5 below is a flexible policy, encouraging and supporting community-led development schemes to come forward. As a conservative estimate, the Council believes at least 500 dwellings on unallocated sites (plus more on allocated sites) will come forward via community-led development schemes, and the Council is committing considerable resources to make that happen. The Mayor of the Combined Authority has also made it clear the CLTs are a priority form of development to be supported.

Policy LP5: Community-led Development

The Council is very supportive of community-led development. This may include schemes involving housing, small business units and other appropriate uses.

In principle, there will be a presumption in favour of genuine community-led development schemes, even on land not allocated for development and including on land outside of development envelopes, subject to meeting all of the following criteria (with further details on these criteria as set out in a Supplementary Planning Document (SPD)):

- a. The District Council is satisfied that the scheme is being led by a legitimate local community group such as a Community Land Trust or other group as defined in the relevant SPD.
- b. The CLT (or similar appropriate body) has been integrally involved throughout the process in key decisions for the whole site, such as what is provided, where, and for who.

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- c. There has been meaningful, but proportionate, wider public engagement (i.e. greater than just Members of the CLT or similar appropriate body) as part of the preparation of the scheme.
- d. The CLT (or similar appropriate body) unequivocally supports (as demonstrated by a formal legal agreement(s) signed by interested parties and the CLT or similar appropriate body):
 - i. the whole scheme as submitted for planning permission; and
 - ii. any s106 legal agreement (or, as a minimum, the 'heads of terms' of such an agreement).
- e. The community benefits provided by the scheme (such as open space, community buildings, small business units, local shops and/or leisure facilities) will be above and beyond what would ordinarily be required by policies in the Local Plan, and will be retained by the local community, via legal protection, in perpetuity.
- f. The site is well related to a settlement listed in Policy LP3, with no major harm caused to the character or setting of the settlement, or the surrounding countryside.
- g. Where dwellings are being proposed, the number of dwellings which are classed as 'affordable' over the whole scheme is maximised (subject to viability), and likely of a greater proportion than would be required under Policy LP6 (Meeting Local Housing Needs). If sought by the CLT (or similar appropriate body), such affordable homes should be retained by the local community, via legal protection, in perpetuity.
- h. There are no fundamental and insurmountable constraints to delivering viable development on the site, such as Green Belt notation, flood risk, highway safety or other lack of infrastructure provision.

If all of the above criteria cannot be met (or evidence not demonstrated to the satisfaction of the District Council) then the proposal as submitted will be determined in accordance with wider policies in the Local Plan and the above 'presumption in favour' will not apply.

4.3 Housing

4.3.1 It is a key objective of national housing policy that there should be a wide choice, variety and mix of housing, which addresses both market and affordable housing, and address particular forms of need. This will help to achieve sustainable mixed communities in East Cambridgeshire.

4.3.2 Developers will be encouraged to bring forward proposals which will, in overall terms, secure the market and affordable **housing mix** as recommended by the most up to date SHMA. This housing mix is however not prescriptive, and is intended to allow developers to respond to demand and site specific characteristics/circumstances. However, unless financial viability indicates otherwise, the guidance on mix in the most up to date SHMA will be the starting point for discussion.

4.3.3 **Affordable housing** is housing that is provided for eligible households who are unable to meet their housing needs in the open market because of the relationship between housing costs and income. It is tightly defined by national policy. In terms of house prices, the district is heavily influenced by Cambridge, with prices generally higher the nearer the property is (in accessibility terms, as well as geographically) to Cambridge. We have re-tested the viability of development across East Cambridgeshire, to determine affordable housing requirements. The evidence suggests that 30% affordable housing across the district is an appropriate level to be set in this Local Plan, except for Littleport and Soham, where it is set at 20% of all homes.

4.3.4 The Council recognises that in some cases there may be exceptional development costs, which need to be recognised, and that the policy is a starting point for negotiation. Applicants seeking to justify a lower proportion of affordable housing will be required to demonstrate why it is not

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economically viable to make the minimum level of provision in Policy LP6. A financial viability assessment should be prepared by the applicant and provided to the Council for its consideration. Where agreement is not reached external consultants will be appointed to undertake a further independent viability assessment. The applicant will be required to meet the costs of the assessment being prepared.

4.3.5 Recent changes to Building Regulations (2015) have also tightened up many aspects of **housing 'standards'**, such as thermal efficiency (i.e. energy efficient homes), security, and accessibility. In tightening up such rules, Government prevents Local Plans from introducing their own technical housing standards, such as 'Lifetime Homes', 'Wheelchair Homes' and 'Code for Sustainable Homes'.

4.3.6 However, Government has permitted Local Plans to set higher standards in a few small select areas, including additional **higher access standards** so that sufficient choice is available in the market for people with particular needs, such as the requirement for wheelchair accessible homes and homes which can be adapted to suit people's needs over time. Part M (Volume 1) of Building Regulations sets out these optional additional higher standards. Category 1 relates to mandatory access standards (visitable dwellings), Category 2 to accessible and adaptable dwellings and Category 3 to wheelchair user dwellings. Only a Local Plan can decide whether to pursue Category 2 or 3 accessible homes, and whether these should be all homes built, or just a certain proportion.

4.3.7 On the basis that over 11 million people in the U.K. have a limiting long term illness, impairment or disability, the Council considers it essential that our new homes should be at least capable of adapting to help meet such needs. As such, the Council is requiring all new homes to comply with Category 2 accessibility. This will cost the developer (in terms of additional build costs) around £500 per applicable home. However, the Council is concerned about the cost to the developer of requiring a proportion of Category 3 homes, as the cost per dwelling is in the region of £20,000 per property. Such costs could impact on viability, or, if such homes are made compulsory, will likely mean that other much needed infrastructure cannot be afforded or provided. As such, Policy LP6 does not make Category 3 compulsory.

4.3.8 Separately, the **Self-build and Custom Housebuilding Act 2015** places a requirement on Local Planning Authorities to maintain a register of individuals and associations of individuals who have expressed an interest in acquiring land for the purposes of self-build or custom build. The Housing and Planning Act 2016 goes further, requiring Local Planning Authorities to grant planning permission on sufficient serviced plots of land to meet the identified need for self-build and custom build. Policy LP6 assists in meeting all these requirements.

4.3.9 Nationally, the **care of the elderly or vulnerable people** is moving towards more flexible forms of living and support which seek to maintain their independence and control of their lives. There are several options where residents can enjoy their own self-contained home within a site offering extra facilities. These include retirement homes/villages and 'extra care' housing, where varying levels of care and support are provided in the home. These models often include a restaurant or dining room, health & fitness facilities and hobby rooms on site. Other forms of accommodation include care or nursing homes, which comprise single rooms within a residential setting where residents receive varying levels of care. Care can range from primarily personal care to nursing care for those who are bedridden, very frail or have a medical condition or illness.

4.3.10 Residential care accommodation should normally be located within settlements where there is easy access to a range of services e.g. shops, healthcare and social facilities. This should enable non-car access to local facilities for residents and staff, and ensure the facility is accessible for staff and visitors. However, as an exception, approval may be granted for care or nursing homes adjoining or close to a settlement – recognising that current provision of nursing/care homes within the district are at the lowest level per population in Cambridgeshire (Guidance Notes: Adult Social Care and Planning Policies for Housing Developments – CCC 2013, and Cambridgeshire Older People's Strategy).

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4.3.11 East Cambridgeshire has a number of navigable waterways and, to a limited degree, **houseboats** can be found in the district (a houseboat is defined by s8(3) of the Housing Act 1985, as inserted by s124 of the Housing and Planning Act 2016, as '*a boat or similar structures designed or adapted for use as a place to live*'). It is acknowledged that houseboats are a lifestyle choice for some residents and they contribute to the diversity of homes within the District.

4.3.12 The Council has a statutory duty (s8(3) of the Housing Act 1985, also inserted by s124 of the Housing and Planning Act 2016) to '*consider the needs of people residing in or resorting to their district with respect to the provision of ... places on inland waterways where houseboats can be moored*'. However, on the basis of: the very limited number of houseboats in the district (10 are officially registered as such, via published Council Tax data); no representations received during the preparation of the plan seeking locations to be identified for houseboats; and no wider evidence of 'need' for houseboat accommodation being presented, the Council determined that it was not appropriate to attempt to identify suitable sites for houseboats. To do so would not be a proportionate response to the duties under the Act.

4.3.13 Nevertheless, the Council accepts that, during the lifetime of the plan, there may be instances whereby someone wishes to seek permission for a houseboat, or houseboats. As such, a policy framework for such instances is necessary, and in providing such a policy, the Council is, from a planning policy context, satisfying its statutory duties above.

4.3.14 In setting out a policy for houseboats, the Local Plan aims, as a whole, to deliver new development in sustainable locations and so the same principle applies to proposals for houseboats. The policy below will ensure that potential residents of houseboats benefit from the same level of access to services and facilities as those living in traditional housing.

4.3.15 For Gypsy and Travellers and Travelling Showpeople, please see Policy LP7. For rural housing exception sites, please see Policy LP31.

Policy LP6: Meeting Local Housing Needs

Development proposals for housing will be supported where they cater for the needs of all sections of the community, providing a range of high quality homes of varying sizes, types and tenures to meet current need, including homes for: older people; market rent; and plots for self-build.

Developers are expected to provide housing that contributes to meeting the housing needs of the Cambridge Sub-Region housing market area, as identified in the latest Strategic Housing Market Assessment and in any other appropriate local evidence.

Affordable housing

Development proposals of 11 or more dwellings (or fewer dwellings if the combined gross floorspace totals 1,000 sq. m or more, with such floorspace including any attached/ integrated garages, but excluding any detached garages) should, through negotiation, provide 30% affordable housing except in Soham and Littleport where it is set at 20%. The Council will negotiate with developers to secure such affordable housing, taking into account the financial viability of individual schemes (using a recognised viability model). Affordable housing should be provided onsite, unless exceptional circumstances can be demonstrated for provision of homes and/or land to be provided off site or through a commuted sum.

For outline proposals of between 5-10 dwellings, the applicant should state whether the total floorspace will exceed a combined gross 1,000 sqm. If it will, affordable housing will be sought. If the applicant does not state the total floorspace or states that it will not exceed 1,000 sqm,

then any approved outline scheme will be conditioned so as to restrict the total floorspace to a maximum of 1,000 sqm.

If the number of units in a development scheme that comes forward is below the 11 dwellings/1,000 sq.m threshold set above (and thus does not require the provision of affordable housing), but the scheme is followed by an obviously linked subsequent development scheme either:

- a. at any point where the original permission remains extant; or
- b. up to 5 years following completion of the first scheme,

then, if the combined total of dwellings provided by the first scheme and the subsequent scheme/s provide equal to or more dwellings (or floorspace) than the thresholds set above, then Policy LP6 as a whole will be applied, with the precise level of affordable housing to be provided being 'back dated' to include the earlier scheme(s).

The above same principles apply if a minor development scheme is applied for, if such a scheme is obviously linked to a previous major development scheme.

Dwellings with Higher Access Standards

Housing should be adaptable to meet the changing needs of people over time. All new dwellings should meet Building Regulations Part M (Volume 1), Category 2, unless there are exceptional design reasons why this is not possible.

Whilst there is no requirement to provide any homes to meet Building Regulations Part M (Volume 1), Category 3, should proposals be put forward which meet such standards, then these will be supported in principle.

Self-build Homes

In principle, proposals which create opportunities for self-build will be supported.

For sites of 100 dwellings or more, a minimum of 5% of the units should be self-build with plots provided to meet this requirement being in an appropriate location and appropriately serviced.

Homes for Older People

To help meet the demands of an ageing population of East Cambridgeshire, proposals will be supported, in principle, which incorporate measures which are:

- c. likely to be attractive to older people, and thereby encourage and enable older people to reside in such properties, both now and as they get older; and/or
- d. consistent with the aims and objectives of the Cambridgeshire Older People Strategy.

For major development proposals, it should be set out how such measures have been considered and incorporated into the proposal. Proposals will be refused which fail to demonstrate appropriate measures have been considered and incorporated, where it would appear to have been practical, likely viable and appropriate to have done so.

In instances where a proposal is being prepared which will be demonstrably aimed at accommodating older people, but requires a greater building height than would normally be acceptable, then weight will be given to the benefits of the proposal in providing accommodation for older people compared with any harm which might result due to the height proposed. However, such proposals which, by virtue of height, would have a significant negative impact on matters such as townscape, neighbouring amenity or any other material planning consideration will not be supported.

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Residential care accommodation

Residential care accommodation, which is designed to accommodate those who need some form of on-site assistance, should be located in a settlement falling within either tier 1 or 2 of the settlement hierarchy. If a demonstrable need is identified away from these settlements, then the proposal must demonstrate that access to a range of services and facilities is possible, taking account of the likely occupants of such accommodation. Exceptionally, that might include locations outside of development envelopes. Isolated accommodation in the countryside will not be permitted.

Homes for Permanent Caravan Dwellers/ Park Homes

Planning permission will, in principle, be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

Houseboats

Proposals for the permanent residential use of moorings (i.e. for one or more houseboats) will only be permitted where located within, or immediately adjacent to, a development envelope and it can be demonstrated that the proposal will:

- e. Not compromise the ability of leisure boat users to access moorings;
- f. Have no adverse effect on the nature conservation value of the waterway or nearby land;
- g. Include sufficient space at the moorings for essential facilities and landscaping;
- h. Provide adequate pedestrian and service vehicle access;
- i. Cause no harm to the historic or visual character of the waterway;
- j. Not increase flood risk;
- k. Provide safe access and egress during a flood; and
- l. Not impede navigation.

4.4 Gypsy and Travellers and Travelling Showpeople Sites

4.4.1 The Gypsy and Traveller community in East Cambridgeshire is long established, and as at 2013 comprises about 90 or so families living on a mix of private sites and Council sites, plus other families in permanent dwellings. The Government's overarching aim is to '*ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community*' (Planning Policy for Traveller Sites, August 2015).

4.4.2 The provision of additional permanent pitches can be achieved through the allocation of a site in the Local Plan or through the normal process of the submission of a planning application and the granting of planning permission. Any proposals must take into account the NPPF and the national Planning Policy for Traveller Sites (August 2015).

4.4.3 The latest Cambridge Sub-Regional Gypsy and Traveller Accommodation Assessment (GTAA) 2016 does not identify a need to allocate any Gypsy and Traveller pitches to accommodate travelling Gypsy and Travellers in East Cambridgeshire for the period to 2036. In addition, no new sites or pitches were suggested during the preparation of this Local Plan.

4.4.4 The 2015 Local Plan allocated two small sites for Gypsy and Traveller purposes, and are carried forward into this new Local Plan.

4.4.5 The following policy will be used for any Gypsy and Traveller proposals coming forward, provided that the future occupiers meet the national planning definition of being a Gypsy and Traveller.

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4.4.6 The same GTAA identified a long term need for one additional Travelling Showpeople plot between 2026-31 and a further plot between 2031-36. No need was identified for new plots up to 2026. Due to the long term nature of the identified need, and the fact that no sites were suggested to the Council during the preparation of this plan, the Council has decided that the best way to meet any need for new Travelling Showpeople plots is via a criteria based policy. This will then enable any 'unknown' need to be accommodated on suitable sites, should such proposals arise. A Local Plan review can re-examine need beyond 2026, and make provision accordingly.

Policy LP7: Gypsy and Travellers and Travelling Showpeople sites

The following sites are allocated on the Policies Map for Gypsy and Traveller pitch provision:

- Land at Muckdungle Corner, Newmarket Road, Bottisham (maximum 2 pitches).
- Land at Pony Lodge, Grunty Fen Road, Witchford (maximum 2 pitches).

Detailed proposals for the above sites, and for other Gypsy and Traveller and Travelling Showpeople proposals on non-allocated sites, will be considered against the following criteria:

- a. The future occupiers meet the national planning definition of being a Gypsy and Traveller, or Travelling Showperson; and
- b. The proposal should not conflict with other local or national policies relating to flood risk, contamination, landscape character, protection of the natural and built environment, heritage assets or agricultural land quality; and
- c. Must have adequate and safe vehicular access; and
- d. Must have sufficient space for vehicle manoeuvring and parking within the site; and
- e. Should provide an acceptable standard of amenity for the site's occupants, and will not have an unacceptable impact on the amenity of nearby residents, including (but not limited to) visual and acoustic privacy; and
- f. Should be adequately serviced, preferably by mains connections, and would not place undue pressure on local infrastructure; and
- g. For non-allocated sites, should be located within reasonable travelling distance to both primary health care facilities and schools, preferably by walking, cycling or public transport. An exception to this may be allowed in the case of Travelling Showpeople, where there is a need to locate the development close to the primary road network: in such event, reasonable access to primary health care and schools should still be achievable.

The intensification of authorised Gypsy and Traveller and Travelling Showpeople sites (i.e. a net increase in pitches within the established boundary of an existing site) will be permitted provided that:

- h. The residential amenity of residents on the proposed site and neighbouring land is protected; and
- i. Sites are of a suitable size to enable the creation of additional pitches or plots; and
- j. There is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by previous consent; and
- k. There is no adverse impact in terms of highways access and movement.

The loss of an existing Gypsy and Traveller site to an alternative use will not be permitted unless alternative provision of at least the same number of pitches is to be provided.

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4.5 Delivering Prosperity and Jobs

4.5.1 Future economic growth in the district can only be successfully delivered if there is sufficient land in the right locations for these uses. The Council's current Jobs Growth Strategy (2012) sets out the approach for the District.

4.5.2 The availability of local employment opportunities is particularly important given the high levels of out-commuting from the district. The loss of business land can harm local firms, who may find it difficult to find suitable replacement sites. The policy below seeks to retain sites currently or last in employment use, whilst allowing some flexibility to take account of sites that may no longer be suitable or appropriate for employment use.

4.5.3 The Council encourages the development of small businesses. It is known that there is a shortage of small business units throughout the district to cater for current and predicted demand. Some local business needs are likely to be met through the re-use of existing buildings in the countryside. However, in cases where there are no suitable sites within settlements for business development or opportunities for re-use of buildings, new buildings to accommodate small business developments may be appropriate on the edges of settlements. This is particularly likely to be the case in relation to villages, rather than the market towns where there is a greater choice of land and buildings. The scale of development acceptable in these circumstances will depend on the type of business, the nature of the settlement and the character of the area, but is likely to involve the provision of 500m² or less of business floorspace. Any such development will only be permitted where it would not adversely affect its surroundings and is easily accessed by foot or cycle from the settlement centre along clear links.

Policy LP8: Delivering Prosperity and Jobs

The Council will, in principle, support proposals which assist in the delivery of economic prosperity and job growth to the district.

Lancaster Way (incorporating an Enterprise Zone)

This area, as defined on the Policies Map, is the major strategic employment area for the district. A large part of the area has national 'Enterprise Zone' status, and is a focus for job growth for many years to come. Detailed proposals for the site are set out in the Ely section of Chapter 7.

Other Strategic Employment Allocations

The sites listed below, and as identified on the Policies Map, are allocated as Strategic Employment Allocations. Such sites are reserved for B1, B2 and B8 Uses, and the presumption will be for these sites to meet the needs for large scale investment that requires significant land take. Small scale and/or piecemeal development that prevents the delivery of large scale investment will be refused. Any non-B class uses in these areas will only be supported where the applicant can demonstrably show that it is ancillary to the effective functioning of the Strategic Employment Sites.

Reference	Address	Area Available (2012 onwards) (aprx)	Comments
ELY.M1	North Ely	2.8 ha (as part of the wider allocation for North Ely)	See Policy Ely3
ELY.E1	Ely Distribution Centre	11.2 ha	See Policy Ely3

Reference	Address	Area Available (2012 onwards) (aprx)	Comments
SOH.E1	East of A142 bypass, Soham	10.8 ha	See Policy Soham11
FRD.E1	Employment Cluster, South of Fordham	83.2 ha	See Policy Fordham6
SUT.E1	Elean Business Park, north of Sutton	34.7 ha	See Policy Sutton3

Other Employment Allocations

Other Employment Sites, which are smaller than the Strategic Employment Sites, are identified on the Policies Map, and set out in the respective settlement chapter of Part 7 of this Local Plan. Unless otherwise stated, such sites will be reserved for B1, B2 and B8 Uses.

Other Land in Employment (B1, B2 or B8) Uses

Where land is not allocated on the Policies Map for employment purposes, but is currently being used for such purposes (primarily or wholly), the Council will support development or redevelopment related to such uses. As an exception, planning applications for mixed-use re-development involving an element of employment uses may be permitted, where it can be demonstrated that:

- Continued use of the site for 100% employment purposes is no longer viable, taking into account the site's characteristics, quality of buildings, and existing or potential market demand; or
- The redevelopment of the site would bring significant environmental or community benefits which outweigh the partial loss of employment uses.

Applicants will need to provide clear and robust evidence relating to criteria (a) or (b) alongside a planning application. Planning applications for re-development which propose the loss of all employment uses will need to be accompanied by clear viability or other evidence as to why it is not possible to deliver employment as part of a redevelopment scheme.

New employment development in the countryside

New development for small scale (less than 500m² of floorspace) businesses (B1, B2 and B8 uses) will be supported in principle on small sites closely related to the built framework of a settlement where:

- There is a lack of suitable buildings and sites within the settlement;
- There is a lack of suitable buildings to re-use or replace in the countryside close to the settlement;
- The proposal would not have an adverse impact on the character and appearance of the area, the amenity of neighbouring occupiers, or result in a significant increase in traffic; and
- The site can be easily accessed by foot or cycle from the settlement.

Any extensions to an existing business in the countryside will be considered on their merits, taking account of matters such as location and accessibility to communities, overall scale (especially in relation to the footprint of the existing business), landscape impacts, highway safety and flood risk. The extension must be to support an existing business, not the creation of a wholly separate business.

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4.6 Equine Development

4.6.1 Horse racing and other equestrian-related activities are popular forms of recreation and economic development in the countryside, particularly in the south of the district around Newmarket. These uses, including stud farming, training establishments, riding schools and stables, can fit in well with agricultural activities and help to diversify the rural economy. The Council will support equine development that maintains environmental quality and the character of the countryside.

4.6.2 All equestrian development, whether domestic or commercial, should be of an appropriate scale and design and careful attention should be given to siting, materials and landscaping details to avoid an adverse impact on the countryside and where possible re-use existing buildings. Particular care will be needed where floodlighting is proposed in order to avoid an unacceptable impact on residential amenity. Adequate pasture may be necessary depending on the feeding and grazing regime. The British Horse Society recommends 0.4-0.6ha per horse.

Policy LP9: Equine Development

Proposals for horse racing or equestrian development, whether domestic or commercial, will, in principle, be supported. However, the following criteria should be met:

- a. The proposal is not sited in a prominent or isolated location away from existing buildings.
- b. Where new buildings are proposed, applicants have demonstrated that existing structures cannot be adapted or re-used.
- c. The siting, scale and design of the proposal is in keeping with the character of the area, with adequate pasture to support the horses where necessary. Particular regard will be had to the cumulative effect of proposals.
- d. Proposals for larger scale private or commercial enterprises should have access to the public bridleway network or have sufficient space for exercising horses on-site. Such proposals will require a Transport Statement to demonstrate (1) that there are no unacceptable impacts on highway safety, and (2) how the safety of horses, riders and other road users have been considered and addressed.
- e. The amenity of nearby residential properties is not adversely affected, for example, in relation to floodlighting, changes in levels of noise and disturbance.
- f. The proposal would not (by itself or cumulatively) have a significant adverse impact in terms of the nature and amount of traffic generated.
- g. If necessary, restrictive conditions may be placed on any permission, preventing the future conversion to other forms of development of the buildings permitted.

4.7 Development Affecting the Horse Racing Industry

4.7.1 Given the historical association of the Newmarket area with horse racing, and its importance to the local economy, it is important that development does not have an adverse impact on the industry. Development which harms the long-term viability of operational studs and other racing facilities, or the racing industry as a whole, will be opposed.

Policy LP10: Development Affecting the Horse Racing Industry

Any development which is likely to have a significant adverse impact on the operational use of an existing horse racing industry related site, or which would threaten the long term viability of the horse racing industry as a whole, will not be permitted.

4.8 Sustainable Tourism

4.8.1 East Cambridgeshire is an attractive rural district with a range of attractions including Ely Cathedral, Wicken Fen, Anglesey Abbey and Oliver Cromwell's House as well as cultural events such as festivals, carnivals, fairs and music performances, Newmarket race course (and associated wider leisure and tourism industry) is also partially within the district. The Council is keen to support proposals which sustain and enhance the district's tourism, visitor and cultural economy. Tourist facilities and visitor attractions are usually considered to be a 'main town centre use' but they can also play an important role in rural diversification. Certain tourism development may be appropriate in the countryside, for example to support the expansion of an existing tourist or cultural facility or attraction, or to create a new attraction from a specific feature.

Policy LP11: Tourist Facilities and Visitor Attractions

Proposals for new or extended tourist facilities or attractions will be supported where it can be demonstrated that:

- a. There is a proportionate amount of evidence, such as a business plan prepared by an appropriately qualified person, to demonstrate that the proposal (whether a new facility or expansion/enhancement of an existing facility) is a viable business proposition (note: this bullet does not apply for proposals within the development envelope of Main Settlements and Large Villages);
- b. The proposal is of an appropriate scale and nature relative to its location, and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount and nature of traffic generated;
- c. The character and appearance of the area and its assets would be maintained and where possible enhanced;
- d. Recreational pressure on nearby protected nature conservation sites (especially those with European protection status) is not significantly increased, or, if the proposed development has the potential to significantly increase recreational pressure, it will need to be demonstrated through an appropriate (but proportionate) assessment that such an increase is not likely to have a significant negative impact on the protected site;
- e. The proposal maximises opportunities for sustainable travel including walking, cycling and public transport; and
- f. Opportunities to reuse existing buildings have been robustly explored.

4.9 Tourism Accommodation

4.9.1 East Cambridgeshire is an attractive destination for day visits and an increasingly popular destination for overnight stays. Additionally, on-going improvements to the navigable waterways, including the Fens Waterways Link, mean that East Cambridgeshire is ideally placed to capitalise on growth within the leisure marine and boating holiday market. Policies LP12 and LP13 set the policy framework for new tourism accommodation.

Policy LP12: Tourist Accommodation (excluding holiday cottages)

Proposals for new or extended hotels, caravan/ caravan-lodge/ camping sites, marinas and moorings will be supported where:

- a. There is a proportionate amount of evidence, such as a business plan prepared by an appropriately qualified person, to demonstrate that the proposal (whether new

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accommodation or expansion/enhancement of existing accommodation) is a viable business proposition (note: this bullet does not apply for proposals within the development envelope of Main Settlements of Large Villages);

- b. Proposals are located within, or well related to, an existing development envelope, or on sites where existing service providers require additional space to expand;
- c. There is no significant adverse impact on the character and appearance of the area or its assets;
- d. It is demonstrated that recreational pressure on nearby protected nature conservation sites (especially those with European protection status) is not significantly increased, or, if the proposed development has the potential to significantly increase recreational pressure, it will need to be demonstrated through an appropriate (but proportionate) assessment that such an increase is not likely to have a significant negative impact on the protected site;
- e. The proposal is of an appropriate scale and nature relative to its location, and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount and nature of traffic generated; and
- f. In the case of marinas and moorings, development would not impede navigation or lead to hazardous boat movements, harm the quality of the fisheries, or conflict with traditional river uses such as fishing, sailing, rowing and riverside walks.

Proposals resulting in the loss of sites currently, or last used, for hotel accommodation will only be permitted where it can be demonstrated that the continued use of a site for hotel accommodation is no longer economically viable, nor has the potential to become viable, and that the applicant has provided clear documentary evidence that the property has been appropriately, but proportionately, marketed without a successful conclusion for a period of not less than 6 months on terms that reflect the lawful use and condition of the premises. This evidence will be considered in the context of local market conditions and the state of the wider national economy.

4.10 Holiday Cottage Accommodation (including seasonal occupancy)

4.10.1 Unserviced holiday cottage accommodation can bring benefits to the rural economy, particularly where under-used buildings are brought back into productive use, or where development forms part of a rural diversification scheme.

4.10.2 For the purposes of this policy, such accommodation is of the general appearance, function and typical size of a normal home (to the degree that it would therefore constitute a C3 dwelling house in the Use Classes Order), and excludes all those accommodation types listed in Policy LP12: Tourist Accommodation.

4.10.3 However, development pressures for housing and high land prices in East Cambridgeshire means that there is a potential risk that such units, once permitted, may be used as permanent residential accommodation. If this happened, it would take away the economic benefits which arise from such accommodation (such as visitor spend at local shops, attractions and facilities), and it would increase public service costs (because those occupying holiday cottages have low demand for public services such as doctors, dentists and schools compared with permanent residential occupancy). This following policy addresses this risk.

Policy LP13: Holiday Cottage Accommodation

Proposals for holiday cottage accommodation will be supported in principle where:

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- a. Proposals are located within an existing development envelope; or
- b. In the case of proposals outside of a development envelope, it either:
 - i. involves the re-use of an existing building in accordance with LP31(D); or
 - ii. it meets the 'infill' test set out in policy LP32.

Holiday occupancy conditions may be placed on new unserviced holiday accommodation in the countryside requiring that:

- c. The accommodation is occupied for holiday purposes only and shall not be occupied as any person's sole or main residence;
- d. The owners/operators of the site shall maintain an up-to-date register of lettings/occupation, including the names of all owners/occupiers, their home addresses (i.e. where they are registered for council tax and electoral purposes), and showing arrival and departure dates; and
- e. The owner/operator shall be prepared to make the register available at all reasonable times to the Local Planning Authority.

A seasonal occupancy condition will be attached where accommodation is not suitable for year-round occupation by nature of its construction, location or design, or proximity to a habitat that needs extra protection at certain times of the year.

4.11 Retail and Other Main Town Centre Uses

4.11.1 Town and village centres are at the heart of our community, and provide a focus for retail and other town centre uses, including, leisure, commercial, office, tourism, cultural and community facilities. The Government is committed to sustaining and enhancing the vitality and viability of these centres, and making town centres a particular focus for development.

4.11.2 The policy approach seeks to focus main town centre uses within the identified town centres in the district, wherever possible. The town centre boundaries are shown on the policies map. Edge of centre and out of centre locations may be appropriate in exceptional circumstances, according to the sequential approach and other tests in the NPPF. The sequential approach involves looking at sites in the town centre first, then edge of centre locations – and only considering out of centre locations where suitable sites are not available in more central locations.

4.11.3 A Retail Impact Assessment will be required for retail schemes outside town centres which propose 280m² or more of net retail floorspace. Impact assessments can help to establish if retail development proposals will have an adverse effect or not on town centres. Developers planning schemes which incorporate 280m² or more of net floorspace will need to agree the scope of any impact assessment with the Council in advance of submitting a planning application. The NPPG provides latest information on scope and content of retail impact assessment.

Policy LP14: Retail and Other Main Town Centre Uses

The focus for additional floorspace for main town centre uses is at Ely, both within the city centre and at a large out of centre allocation ('Octagon Park'), the latter accommodating an increase in both A1 retail and B1 uses. Elsewhere in the district, the overall strategy is to maintain (rather than significantly grow) the role, function and hierarchy of centres within the district.

Within the defined town centres, proposals for retail and other main 'town centre uses' will be supported where:

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- a. The scale and type of development is directly related to the role and function of the centre, in accordance with the hierarchy identified in Policy LP3;
- b. There would be no adverse effect on the vitality and viability of the centre, or on any other centres;
- c. The development would enhance the historic character and attractiveness of the centre and its locality, and not adversely affect residential amenity and character of neighbouring properties by way of the operational demands of the development;
- d. The local transport system is capable of accommodating the potential traffic implications, and necessary mitigation measures are provided to make the development viable in transport terms; and
- e. For proposals involving new or altered shop fronts (including signage, advertisements, canopies and shutters), the design and scale is appropriate taking account of the architectural style, materials and form of both the host building and the street scene, with, as a minimum, the proposal resulting in no net loss to the character of the building or area. External shutters, internally illuminated advertisements/signs and loss of traditional or historic shopfronts will not be permitted.

Other than for allocated sites, proposals for retail and main 'town centre uses' outside the town centres of Ely, Soham and Littleport, will be permitted under the following circumstances:

- f. The sequential approach has been followed and there are no suitable sequentially preferable sites available;
- g. The site is suitable for the proposed use and the building form and design is appropriate in the local context;
- h. The scale and type of development is directly related to the role and function of the centre or its locality, in accordance with the hierarchy in Policy LP3;
- i. For retail, leisure and office development of 280m² net floorspace or larger, there would be no significant adverse effect on either the vitality and viability of the nearest town centre, or on the committed and planned public and private investment in a centre or centres in a catchment area, as demonstrated in a Retail Impact Assessment (with the scope and level of detail included in the Assessment being proportionate with the scale of the proposal, and agreed with the Council on a case-by-case basis); and
- j. The development would be accessible by a choice of means of transport (including public transport).

Allocated sites for retail and /or town centre uses should accord with relevant site-specific policies as set out in Section 7.

As an exception to the above approach, support may be given to:

- k. The provision of small-scale localised facilities in villages and neighbourhoods (such as corner shops, food and drink outlets and small-scale leisure facilities), where it can be demonstrated that:
 - i. The development would meet a clear localised neighbourhood need (especially if it is part of a community-led development scheme).
 - ii. The development is not of a scale and type which should be located within identified town centres.
- l. A farm shop, where it is of an appropriate scale and would not detract from the character and appearance of the area, and it can be demonstrated that it would make an on-going contribution to sustaining the agricultural enterprise as a whole (i.e. the farm shop must relate to the farm upon which the shop sits).

4.12 Retail Uses in Town Centres

4.12.1 The health, vitality and viability of town centres depends upon their accessibility, attractiveness and ability to retain and develop a wide range of facilities and attract continued investment. Retaining a significant proportion of A1 retail units in town centres is a key in achieving this vision. Non-retail uses such as financial services, cafés, restaurants and public houses can also play a role in the viability of town centres and may be appropriate complementary uses, provided that the retail function of the centre is not undermined.

4.12.2 The town centres of Ely, Soham, and Littleport are key areas for shopping, leisure and business activity in the district. The boundaries of the town centres were defined in the 2015 Local Plan, as were 'primary shopping frontage' and 'secondary shopping frontage' for the larger centre of Ely, where the retail shops are concentrated. This Local Plan has not amended any of the boundaries or frontage designations.

Policy LP15: Retail Uses in Town Centres

Ely Primary Shopping Frontage

Within Ely Primary Shopping Frontage, as defined on the Policies Map, the development of A1 retail uses will be supported in principle. Where planning applications are required, the loss of A1 retail uses will generally be resisted – but may be permitted in exceptional circumstances where the following criteria are all satisfied:

- a. The proposal would not result in a concentration of non-A1 retail uses in the immediate street frontage;
- b. The proposal would not detract from the dominant retail appearance of the street frontage, and where appropriate, positive measures to enhance or restore the character of the site or its immediate area have been incorporated;
- c. The proposal would generate significant pedestrian visits during shopping hours, as well as complement the existing mix of uses/retailers and the shopping function of the city centre;
- d. The proposal does not involve the loss of a shop unit measuring 200m² or larger (gross retail floorspace);
- e. The proposal does not involve ground floor residential development; and
- f. The proposal has been marketed for A1 retail at an appropriate price for a minimum of 3 months.

If the unit has remained vacant for a minimum period of six months, a temporary change of use from A1 retail to community use may be acceptable.

Ely Secondary Shopping Frontage

Within Ely Secondary Shopping Frontage, as defined on the Policies Map, planning applications for changes of use from A1 retail to other uses may be permitted provided that:

- g. The proposed use provides a service that complements the shopping function of the city centre;
- h. There is no adverse impact on residential amenity; and
- i. The proposal does not involve ground floor residential development.

Soham and Littleport town centres

Within Soham and Littleport town centres, as defined on the Policies Map, planning applications for changes of use from A1 retail to other uses will be supported in principle provided that:

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- j. The proposed use provides a service that complements the shopping function of the centre;
- k. There is no adverse impact on residential amenity;
- l. The proposal does not involve the loss of a shop unit measuring 200m² or larger (gross retail floorspace); and
- m. The proposal does not involve ground floor residential development.

Improving Local Transport and Infrastructure

5.1 Introduction to Improving Local Transport and Infrastructure

5.1.1 This chapter seeks to ensure that appropriate infrastructure is provided to support new development. The policies in this chapter have been informed by the Council's Infrastructure Investment Plan and discussions with key infrastructure providers.

5.2 Local Infrastructure Provision

5.2.1 When new development takes place, it places additional demands on the existing infrastructure network. It is therefore key that infrastructure requirements are planned for and provided alongside developments to ensure that development remains sustainable.

5.2.2 The proposed growth for East Cambridgeshire will increase demand for and pressure on infrastructure within and beyond the district. The impacts of growth on demand for infrastructure and services will be dependent on the scale, distribution and type of growth to take place.

5.2.3 The levels and types of infrastructure required to support development will be informed by the Council's Infrastructure Investment Plan. In addition to the strategic infrastructure needs and priorities within East Cambridgeshire, Section 7 of the Local Plan contains locally identified infrastructure priorities for each community.

5.2.4 The district council will work closely with infrastructure providers to ensure the inclusion of infrastructure schemes within their programmes, plans and strategies and to ensure delivery of specific schemes.

Policy LP16: Infrastructure to Support Growth

All new development should be supported by, and have good access to, all necessary infrastructure.

Infrastructure

Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially or in time to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.

Developer Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Further guidance on how this policy will be implemented is set out in separate documents. Such documents include the Developer Contributions Supplementary Planning Document (SPD), Infrastructure Investment Plan (IIP), Community Infrastructure Levy (CIL) charging schedule and other CIL related policies, covering items such as:

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- The infrastructure themes where contributions will be sought;
- How, when and who will collect contributions; and
- How contributions are intended to be spent.

Such documents will be kept under review, and will be revised as and when deemed necessary to do so.

Providing infrastructure

Where planning permission is sought in order to deliver infrastructure, then such development will be supported in principle, especially if it is demonstrated that such infrastructure is needed to support growth, quality of life or economic prosperity in the district. Such infrastructure will include, but is not limited to transport, telecommunications, community facilities, energy and water supply. Notwithstanding this in principle support, infrastructure proposals will need to be compliant with other applicable policies in this Local Plan, for example in relation to natural and historic assets.

Provision of new and improved infrastructure within the District should be informed by the Infrastructure Investment Plan and the infrastructure priorities identified in Section 7 of this Local Plan.

5.3 East Cambridgeshire's Transport Network

5.3.1 All new development will likely have an impact upon the existing transport network. Such impacts, though, can be minimised through careful consideration and design. Proposals for new development or new or enhanced transport schemes should ensure that people are well connected to surrounding areas. New developments should also ensure they are safe and accessible for all users and wherever possible are located to reduce the need to travel. Proposals for employment development and new community facilities should be accompanied by a travel plan to improve safety for employees and visitors.

5.3.2 Transport infrastructure should be provided as part of new development, particularly enhancements to walking, cycling and public transport networks. Community transport networks, such as demand responsive services (e.g. 'Dial-a-Ride' schemes) may be appropriate for some groups. Other innovative solutions, such as the introduction of car clubs could be explored.

5.3.3 Where new development is expected to generate significant movements it will be necessary to prepare a Transport Assessment. This should set out the impacts of the development, how the volume of trips generated will be accommodated and how accessibility to the site will be achieved. Mitigation measures providing opportunities for use of sustainable transport modes should be included. In many cases a Travel Plan will also be required to set out what mitigation measures will be implemented and how, along with targets for modal shift.

5.3.4 The Infrastructure Investment Plan (IIP) sets out strategic transport infrastructure projects that have been identified as necessary for the District in order to accommodate the increase in movement as a result of expected growth. The IIP is also informed by the latest wider transport policy framework, such as the Local Transport Plan and the Long Term Transport Strategy.

5.4 Promotion of Sustainable Travel

5.4.1 The rural nature of the district means that distances travelled are often greater than in urban areas as services and facilities are located further away. However in contrast to this, the compact nature of individual settlements within East Cambridgeshire means that there are relatively short

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distances between origin and destination for a large number of journeys making walking and cycling genuine options for local journeys. Therefore high quality routes and connections should be provided.

5.4.2 Providing opportunities for more people to live close to the services and facilities they use and places in which they work reduces the need to travel, thereby minimising reliance on the private car and preventing exclusion and deprivation. New development should therefore be located in sustainable and accessible locations.

5.4.3 To provide people with real choices about how they travel, new development should promote opportunities for walking, cycling and public transport. Sustainable transport can play a major role in overcoming the environmental impacts associated with private car use. In addition, walking and cycling provides health benefits through encouraging active lifestyles.

5.4.4 Developments in the main settlements and larger villages, in particular, should ensure that connectivity by walking and cycling is of a high quality, enabling occupiers to access local facilities via walking or cycling.

5.4.5 In locations where walking and cycling distances would be too great, public transport provides another alternative to travel by private car. Whilst there is not complete district wide coverage by the public transport network, in settlements on main bus routes there is a good level of daily service provision linking to Cambridge and/or Newmarket, with additional services at peak times. Ely and Littleport (and to a more limited degree, Kennett and Dullingham) have the additional benefit of travel by rail, providing an alternative to travel by private car particularly to destinations such as Peterborough, Kings Lynn, Cambridge and London.

5.4.6 The IIP identifies a number of sustainable travel related infrastructure improvements that are needed within the district.

Policy LP17: Creating a Sustainable, Efficient and Resilient Transport Network

New development must ensure that appropriate provision is made for the transport needs that it will create.

Proposals for new development or enhanced transport schemes should demonstrate that appropriate, proportionate and viable opportunities have been taken to:

- a. Ensure that all users have safe, convenient access to the existing highway network;
- b. Reduce the need to travel by ensuring that development is accessible, being well located in relation to existing or proposed services and facilities;
- c. Ensure that the design and layout gives priority to sustainable travel modes, in particular high quality pedestrian and cycle routes that are safe, desirable and well connected to the existing network;
- d. Promote road safety and contribute to a reduction in road accidents, particularly in rural areas, by ensuring transport infrastructure is safe and accessible to all;
- e. Seek to improve sustainable transport links into market towns from the rural area and improve links between villages; and
- f. Be resilient to the effects of climate change, such as flood events and other extreme weather.

Where a development proposal would involve an element of regular Heavy Commercial Vehicles (HCVs) accessing and departing a site (whether that be at the construction stage or as part of the function of the site post construction), and where there is considered to be the risk of such HCVs having a significant and persistent detrimental impact on the nearby local community, then the Council will seek, if appropriate and reasonable to do so, a HCV Routing Agreement. The

Improving Local Transport and Infrastructure

Agreement will ensure that HCVs access and depart the site and local area by an appropriate route, and thereby mitigating the impact of such HCVs on the nearby community. Such an agreement will be via a legal agreement.

Transport and accessibility should principally be addressed through designing new development to a high standard. Where required to make a development acceptable in planning terms, planning conditions and/or planning obligations will be applied as appropriate.

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Design and Access Statement, Transport Statement (typically for 50-80 dwellings or similar scale) or Travel Assessment and Travel Plan (typically for 80 dwellings or more or similar scale development) should be submitted with proposals, with the precise form being dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified and arrangements secured for their implementation, which will make the development acceptable in transport terms.

5.5 A Cycle Strategy for East Cambridgeshire

5.5.1 Cycling is a convenient way to improve activity levels, making people healthier. Cycling doesn't only benefit cyclists, but also provides less congested roads for remaining car users, which are quicker and safer. Reducing car use in favour of cycling would reduce maintenance and infrastructure expenditure for local councils, and could also reduce travel costs for households.

5.5.2 Many people do already cycle in East Cambridgeshire, such as part of a daily commute to Ely rail station. However there remain many opportunities to substantially increase the uptake of cycling across the district. For example, around Ely, a number of villages are within a reasonable cycling distance. Where this is the case, if improvements to existing rights of way could be improved, it could encourage cycling as a sustainable means of transport.

Policy LP18: Improving Cycle Provision

Proposals for new development or modifications to the existing transport network should aim to assist delivery of a substantial increase in the uptake of cycling across East Cambridgeshire.

Proposals should ensure that local services, transport hubs and key centres of employment, education and leisure can be accessed safely by cyclists of all ages. This will be achieved through:

- a. The provision of segregated space on main routes;
- b. Prioritising cyclists over motor vehicles on other routes (where segregation is not appropriate), such as by marking out cycle lanes, reducing speed limits, blocking roads to motor traffic and managing parking provision;
- c. Ensuring cycle journeys are connected and unhindered; and
- d. Providing secure cycle storage at key destinations.

Schemes will be particularly favoured if they:

- e. Enhance cycle access to main settlements (including Newmarket and Cambridge);

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- f. Contribute to the delivery of identified cycle network improvements (as identified in other documents, such as the Local Transport Plan, the Transport Strategy for East Cambridgeshire or similar documents); and/or
- g. Contribute to the delivery of schemes in the Cambridgeshire Green Infrastructure Strategy.

As appropriate, development proposals should also meet the applicable Cycle Parking Standards as set out in Appendix B.

5.6 Maintaining and Improving Community Facilities

5.6.1 The provision of community facilities is important for maintaining the quality of life within the district, and for connecting and supporting communities. Whilst retaining facilities is important in all of the towns and villages, in those settlements where there are fewer facilities, or infrequent public transport links, the impact of a reduction in facilities can be significant. The loss of facilities will therefore be resisted. However, there may be exceptional circumstances where a loss may be acceptable because the benefits of the new development may outweigh the loss, or there is no demand or need for the facility in its present form. Evidence of demand, viability and/or need will be determined on a case by case basis and may include evidence of use, viability evidence or other information as appropriate. Community facilities to which the policy applies are listed in the policy itself. However, Policy LP21 deals with open spaces, sports and recreational facilities, so these forms of facilities are not covered by LP19.

5.6.2 In the case of commercial community facilities such as village shops and pubs, permission may be granted for change of use to residential or other non-community use if the applicant can demonstrate the facility is neither viable nor likely to become viable for that use or an alternative community use. Applicants will need to provide evidence that premises have been marketed locally and nationally for 12 months for the current use or an alternative local commercial or community facility, free of ties and restrictive covenants, at a price agreed with the Council following an independent professional valuation - and that there has been no interest in continued use as a community facility. Applicants should also provide evidence that all reasonable efforts have been made to preserve the facility including all diversification options. Where the policy refers to 'redevelopment' this also includes proposals for the demolition, change of use and other forms of development that would result in the loss of an existing community facility.

5.6.3 There is likely to be a need for new community facilities over the plan period as the population grows. Some additional demand will be met by the improvements to existing facilities, while in other cases, new facilities will need to be provided. These will generally be supported, and provide a vital role in connecting and supporting new communities.

Policy LP19: Maintaining and Improving Community Facilities

All development proposals should recognise that community facilities such as leisure facilities, libraries, public houses, cultural facilities (such as arts and museum facilities), places of worship and community halls, or any registered asset of community value, are an integral component in achieving and maintaining sustainable, well integrated and inclusive development.

Existing Facilities

The redevelopment or expansion of an existing community facility to extend or diversify the level of service provided will be supported.

In most instances, the loss of an existing community facility will not be supported .

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The loss, via redevelopment, of an existing community facility to provide an alternative land use which is not that of a community facility will only be permitted if it is demonstrated that:

- a. The facility is demonstrably no longer fit for purpose and the site is not viable to be redeveloped for a new community facility, as demonstrated by evidence including that all reasonable efforts have been made to sell or let the property for community purposes at a realistic price for at least twelve months; or
- b. The service provided by the facility is met by alternative provision that exists within reasonable proximity: what is deemed as reasonable proximity will depend on the nature of the facility and its associated catchment area; or
- c. The proposal includes the provision of a new community facility of similar nature and of a similar or greater size in a suitable on or offsite location.

New stand-alone facilities

Proposals for new community facilities will be supported in principle, and should:

- d. Prioritise and promote access by walking, cycling and public transport. Community facilities may have a local or wider catchment area: access should be considered proportionately relative to their purpose, scale and catchment area;
- e. Be accessible for all members of society;
- f. Be multi-use and flexible, if at all possible;
- g. Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary;
- h. Where applicable, be operated without detriment to local residents: this especially applies to facilities which are open in the evening, such as leisure and recreation facilities.

New facilities as part of wider development proposals

Where new community facilities are deemed necessary as part of a wider development proposal (such as a residential development scheme which generates demand for new facilities), and acceptable within the guidance set out in LP16, then developers will be expected to provide such relevant facilities either directly on-site and/or off site, through a financial contribution, either alone or cumulatively with other developments.

Opportunities to incorporate community facilities within or adjacent to the development site should be sought in the first instance. Offsite provision may be acceptable as an alternative if:

- i. There is insufficient space available onsite/ adjacent to the site; or
- j. Incorporation of the facility onsite/ adjacent would not be financially viable; or
- k. It would be more appropriate to contribute (in whole or part) to the establishment or expansion of a facility elsewhere in order to meet wider demand or combine facilities.

Whether on or off-site, community facilities required as part of wider development proposals should, in addition to criteria under 'new stand-alone facilities' above:

- l. Be implemented, as appropriate, at an early stage of the phasing of development;
- m. Have a robust business plan and governance arrangements in place, prepared by the applicant, including any funding arrangement, to ensure the facility is financially sustainable in the longer term.

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5.7 Green Infrastructure, Trees and Woodland

5.7.1 Green infrastructure is a strategic, multi-functional network of public open spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons and greens, woodlands, nature reserves, waterways and bodies of water and historic landscapes and monuments. The network comprises rural and urban Green Infrastructure of different sizes and character, and the connections and links between them.

5.7.2 Green Infrastructure provides a range of social, economic and environmental benefits. For example, it helps to regulate the climate; support wildlife; absorb and store water and reduce run-off to minimise flood risk; promotes exercise, health and well-being; improves quality of life; and helps create high quality places in which people want to live and visit.

5.7.3 The Green Infrastructure priorities for East Cambridgeshire are derived from the Cambridgeshire Green Infrastructure Strategy (2011) and focus on Ely, Littleport and Soham and their surrounding fenland landscape, along with the navigable Ely Ouse. These areas offer significant opportunities for:

- Biodiversity: through enhancing and protecting the nationally important nature conservation areas along the Ely Ouse;
- Climate change: through adaptation measures such as urban cooling through tree planting, local flood alleviation and green space creation;
- Publically accessible open space: through the creation of additional accessible spaces and routes in what is otherwise an intensively farmed area; and
- Rights of way: improve the Right of Way network to allow access to Green Infrastructure sites and the wider countryside.

5.7.4 Chippenham Fen strategic area also offers the following significant opportunities:

- Biodiversity: through embracing and protecting the nationally and internationally important nature conservation area of Chippenham Fen;
- Climate change mitigation: measures such as carbon sequestration and flood storage and alleviation;
- Working with partners to support the development of gateways that may exist in neighbouring Authority areas that link to this area;
- Contributing to landscape character: through improving and maintaining the fen landscape.

5.7.5 The Wicken Fen target area, as set out in the Green Infrastructure Strategy, offers the following significant opportunities:

- Biodiversity: opportunities for biodiversity relate to the increase in habitats and the links between them;
- Climate change: mitigating and adapting to climate change by providing space for flood water storage and through capturing and storing carbon through habitat restoration/creation;
- Green Infrastructure Gateways: opportunity to create a gateway for local communities and visitors to over 2,500 acres;
- Landscape: enhancement through returning land to an earlier history fen landscape;
- Publically accessible open space: opportunities to address deficiencies in Accessible Natural Greenspace Standards (ANGSt) by creating more areas of publically accessible spaces;
- Rights of Way: opportunities to create a network of way-marked routes for walkers, cyclists and horse riders linking Cambridge, local villages, Wicken Fen, Anglesey Abbey and the wider countryside.

5.7.6 The Council has a statutory duty (s197 of the Town and Country Planning Act 1990) to consider and ensure whenever it is appropriate the protection and planting of trees when granting

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planning permission for proposed development. The potential effect of development on trees, whether statutorily protected (e.g. by a tree preservation order or by their inclusion within a conservation area) or not, is a material consideration that must be taken into account in dealing with planning applications.

5.7.7 Trees provide a broad range of benefits, from providing wildlife habitat, adding maturity to new sites, screening, shade, storm water attenuation, visual amenity, improving air quality and the ability to soften and complement the built form.

5.7.8 In terms of **existing trees and woodlands**, where trees are present on a development site a British Standard 5837 Tree Survey '*Trees in relation to construction survey*', and any related survey information, should be submitted along with an application for planning permission. This will ensure it is clear that a proper consideration of trees and woodlands has taken place and been taken into account in the preparation of proposals for a site.

5.7.9 In addition, an Arboricultural Method Statement, Impact Assessment and Tree Protection Plan will also be required where there is a likely adverse impact on the health and wellbeing of the trees, either through the pressure to prune or fell or through excavation works which could harm the root systems. The Statement should set out the measures that will need to be taken to protect the health of the trees during the construction period and afterwards.

5.7.10 If the development site (or land within 12 times of the stem diameter of trees located beyond the site boundaries) includes Ancient Woodland, an Ancient Tree and/or a Veteran Tree then any proposal that may result in the loss or damage of such trees will be particularly scrutinised, and only exceptionally approved. Proposals within 500m of an Ancient Woodland will also be tested (and, as appropriate, advice sought from the Forestry Commission) for any potential impact on the Ancient Woodland. Similarly, any loss of a tree which is protected by virtue of a Tree Preservation Order (TPO) will be resisted and unlikely be approved if it resulted in a net loss of amenity. In all instances, clear demonstration of overriding public interest in the loss of a tree(s) or woodland would need to be provided.

5.7.11 Any unprotected trees (especially those as defined as Category A or B trees within the aforementioned BS5837) will be expected to be retained if possible.

5.7.12 In terms of **mitigation where loss of trees and woodland is proposed** (and where it is deemed acceptable for such tree(s) to be lost, taking account of the status of the tree), then suitable proposals for mitigation, via compensation, should be provided. The tree compensation standard set out in this policy provides a suitable mechanism to determine the appropriate level of mitigation. The council's first preference is for on-site replacement at suitable locations within the curtilage of the development. In exceptional circumstances, where planting cannot be achieved on-site without compromising the achievement of good design, new tree planting proposals may be considered off site (including on public land) to mitigate. Where trees are to be provided off-site, planning obligations will be sought to cover replacement trees, their planting and their future maintenance.

5.7.13 The council is committed to increasing the overall tree canopy cover, and therefore opportunities for new tree planting should be explored as part of all development proposals.

5.7.14 Where **new tree planting** is proposed (irrespective of whether this is to compensate for losses on site), then the quantity, location and species selection of new trees will be expected to take practicable opportunities to meet the following five Tree Planting Principles:

1. Create habitat and, if possible, connect the development site to the Strategic Green Infrastructure Network, and
2. Assist in reducing or mitigating run-off and flood risk on the development site; and
3. Assist in providing shade and shelter to address urban cooling, and in turn assist in mitigating against the effects of climate change; and

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4. Create a strong landscaping framework to either (a) enclose or mitigate the visual impact of a development or (b) create new and enhanced landscape; and
5. Be of an appropriate species for the site.

5.7.15 The Council intends to prepare a Tree and Woodland Strategy, which will sets out a strategy for the management of trees and woodland in East Cambridgeshire. Whilst much wider than just planning matters, such a strategy may further assist in the implementation of the following policy:

Policy LP20: Delivering Green Infrastructure, Trees and Woodland

Green Infrastructure

The Council, working in partnership with conservation and environmental organisations, local communities, developers and statutory agencies will seek to maintain and improve the existing green infrastructure network in East Cambridgeshire. New development will be expected to contribute towards the establishment, enhancement and on-going management of green infrastructure by contributing to the development of the green infrastructure network within the district.

The Council will particularly favour proposals for new and improved strategic green infrastructure where they support the Cambridgeshire Green Infrastructure Strategy.

Development proposals should incorporate, where appropriate, opportunities for green infrastructure provision to enrich biodiversity habitats, enable greater connectivity, provide sustainable access for all and promote diverse patterns of landscape and townscape character. Proposals which may result in recreational pressure on designated biodiversity sites will be particularly expected to provide such green infrastructure.

Proposals will be expected to provide clear arrangements for the long-term maintenance and management and/or enhancement of green infrastructure assets. Where appropriate, the Council may utilise planning conditions, CIL or planning obligations to deliver green infrastructure projects.

Development must protect the existing linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to protect such features.

Development proposals that cause loss or harm to the green infrastructure network will not be permitted, unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on the green infrastructure network are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Trees and Woodland

Development proposals should be prepared based on the overriding principle that:

- a. the existing tree and woodland cover is maintained, improved and expanded; and
- b. opportunities for expanding woodland are actively considered, and implemented where practical and appropriate to do so.

Existing Trees and Woodland

Planning permission will only be granted if the proposal provides evidence that it has been subject to adequate consideration of the impact of the development on any existing trees and woodland found on-site (and off-site, if there are any trees near the site, with 'near' defined as the distance comprising 12 times the stem diameter of the off-site tree). If any trees exists on or near the

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development site, 'adequate consideration' is likely to mean (a) the completion of a British Standard 5837 Tree Survey and, if applicable, (b) an Arboricultural Method Statement, Impact Assessment and Tree Protection Plan.

Where the proposal will result in the loss or deterioration of:

- c. ancient woodland; and/or
- d. the loss of aged or veteran trees found outside ancient woodland

permission will be refused, unless and on an exceptional basis the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss or deterioration of a tree protected by a Tree Preservation Order or a tree within a Conservation Area, then permission will be refused unless:

- e. there is no net loss of amenity value which arises as a result of the development; or
- f. the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss of any other tree or woodland not covered by above, then the Council will expect the proposal to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site. Where appropriate, the Council may impose planning conditions for the preservation or planting of trees.

Mitigating for loss of Trees and Woodland

Where it is appropriate for tree(s) and/or woodland to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required. Such tree planting should:

- g. take all opportunities to meet the five Tree Planting Principles (see supporting text); and
- h. unless demonstrably impractical or inappropriate, provide the following specific quantity of compensatory trees:

Trunk diameter (mm) at 1.5m above ground of tree lost to development	Number of replacement trees required, per tree lost*
75-200	1
210-400	4
410-600	6
610-800	9
810-1000	10
1000+	11

* replacement based on selected standards 10/12 cm girth at 1m

New Trees and Woodland

Where appropriate and practical, opportunities for new tree planting should be explored as part of all development proposals (in addition to, if applicable, any necessary compensatory tree provision). Where new trees are proposed, they should be done so on the basis of the five Tree

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Planting Principles. Proposals which fail to provide practical opportunities for new tree planting will be refused. Planting schemes should include provision to replace any plant failures within five years after the date of planting.

Management and Maintenance

In instances where new trees and/or woodlands are proposed, it may be necessary for the Council to require a tree/woodland management plan and/or appropriate developer contributions to be provided, to ensure provision is made for appropriate management and maintenance of the new trees and/or woodland.

5.8 Open Space, Sport and Recreational Facilities

5.8.1 Good quality outdoor spaces contribute to the health and wellbeing of residents, providing both active recreation and amenity value. Therefore, it is important that new open spaces are well designed and located to provide maximum benefits for the local population. Good quality access to open spaces can also have significant benefits by contributing to the options for active recreation, and enhancing the overall usability of the space.

5.8.2 Across the district there is a requirement for additional open space, particularly within the market towns. Residential developments over this plan period will increase demand. Good quality open spaces can also attract visitors, which in turn can benefit the local economy. In addition, NPPF paragraph 74 clearly states that open space should not be built on unless strict tests are met. The following policy endorses that national policy position, but also clarifies two further tests that also need complying with, which relate to the protection of habitats and other assets.

Policy LP21: Open Space, Sport and Recreational Facilities

Part A: New Open Space, Outdoor Sport and Recreational Facilities

Unless Part B applies, new residential development will be required to provide new or enhanced provision of public open space, outdoor sports and recreation facilities in accordance with the policy below, the standards set out in Appendix A, any locationally specific policy found in Chapter 7 and in compliance with the latest Developer Contributions Supplementary Planning Document (or similar subsequent document).

Requirements per development scheme size

Development Schemes	Open Space	Outdoor Sport Facilities
10 dwellings or less	No provision required	No provision required
11-50 dwellings	Provision off-site by way of a financial contribution in lieu of on-site provision, except under the following circumstances whereby on-site provision should be provided: <ul style="list-style-type: none"> The settlement to which the development relates has nil or demonstrably poor current provision of open space, sport and recreational facilities; or 	No provision required

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Development Schemes	Open Space	Outdoor Sport Facilities
	<ul style="list-style-type: none"> There is an explicit requirement for on-site provision for that locality, as set out in Chapter 7; or The developer prefers provision on-site, and can meet the required standards, in an appropriate way, for the development site in full. 	
51-200 dwellings	Provision on-site and/or off-site, on a case-by-case basis, informed by local evidence, discussions with the applicable parish council and requirements (if any) for that locality stated in Chapter 7.	No provision required, unless otherwise explicitly stated in Chapter 7 for that locality.
201-400 dwellings	Provision on-site, unless otherwise explicitly stated in Chapter 7 for that locality.	No provision required, unless otherwise explicitly stated in Chapter 7 for that locality.
401+	Provision on-site, unless otherwise explicitly stated in Chapter 7 for that locality.	Provision on-site.

On-site provision

Where it is agreed that provision (all or part) is to be on-site, the new open space, outdoor sports and recreation facilities should:

- be in a suitable location on-site, accessible and with good quality surveillance;
- be multi-functional, fit for purpose and support health and outdoor recreation;
- have appropriate mechanisms secured which will ensure the future satisfactory maintenance and management of the facility;
- have a holistic approach to the design of the new space, including considering the contribution to place making, the green network and protecting and enhancing nature and the water environment; and
- aim to protect, enhance and manage integrated paths for active travel and/or recreation, including new and existing links to the wider countryside;
- Where outdoor sports facilities are to be provided, include appropriate ancillary facilities for users.

Off-site provision

Where it is agreed that provision (all or part) is to be provided off-site via a financial contribution, the contribution will be for the creation of a new facility or the upgrading of and improvement of an existing facility, as per guidance set out in the Developer Contribution SPD and in accordance with national legislation.

Part B: Major Development Proposals

For some major development proposals, it may be necessary to provide open space, outdoor sport and recreational facilities in excess of Part A requirements, with those instances being where it is identified that such additional provision is needed to mitigate the effects of increased recreational pressure on nationally or internationally designated biodiversity sites.

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Part C: Indoor Sport Facility

No provision will be required for indoor sports facilities for any sized development scheme (except indirectly via a CIL payment), though the Council will consider proposals (including its on-going management and maintenance) whereby an indoor sports facility is voluntarily being put forward as part of the development scheme.

Part D: Loss of Existing Open Space, Sports and Recreational Facilities

Existing non designated open spaces will, in principle, be protected from development. New development that will result in the loss of existing open space will not be supported, unless the criteria in the NPPF are met.

In addition, if the requirements of the NPPF can be satisfied, the proposal must also demonstrate that:

- g. The open space does not make an important contribution to the green infrastructure network or connectivity of habitats, and the development would not result in landscape or habitat fragmentation or incremental loss; and
- h. The proposed development can be accommodated on the open space without causing significant detrimental impact on the character and appearance of the area, ecology or any heritage assets.

A Fantastic Place to Live

6.1 Introduction to A Fantastic Place to Live

6.1.1 The policies throughout this plan meet for need for jobs and housing growth over the plan period, supported by necessary infrastructure, open spaces and community facilities. This chapter seeks to ensure East Cambridgeshire will continue to be a fantastic place to live through requiring new developments to be of high quality design which achieves sustainable development, along with conserving and enhancing the built and natural environment.

6.1.2 The policies in this section aim to support, in particular, the Council's Corporate Priority 3: *Making East Cambridgeshire an even better place to live.*

6.2 Design

6.2.1 Good design is a key element in sustainable development and the Council believes strongly in raising the standard of design in all proposals. Good design should contribute positively to making places better for people.

6.2.2 National planning policy attaches great importance to the design of the built environment and allows for local planning authorities to resist poor design. The following policy sets out criteria which all development proposals must satisfy. In all cases, development proposals should be sensitive to the local context. Further guidance on the character of individual places is set out in Section 7.

6.2.3 Good design plays an important role in achieving sustainable development, for example good site design can reduce reliance on the private car, reduce crime and improve resource efficiency. It can also play an important role on improving health and wellbeing of residents. Policy LP22 sets criteria which all new development must satisfy to ensure good design is delivered. In addition, the policy requires new development to make provision for parking in accordance with standards (set out in Appendix B). The policy also requires facilities for electric plug-in vehicles. To satisfy this requirement, some of the required parking spaces should, as a minimum, have the easy ability for the user to introduce a charging point at some point in the future. A variety of supplementary planning documents also provide policy and guidance to help ensure the delivery of high quality design across the district.

Policy LP22: Achieving Design Excellence

All development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The design of development should complement and enhance local distinctiveness and character. Design which fails to have regard to local context including architectural traditions and does not take advantage of opportunities to preserve, enhance or enrich the character, appearance and quality of an area will not be acceptable and planning applications will be refused.

New development should, where appropriate:

- a. Be comprehensively planned to create a sense of place; which has ideally been informed by a design review process with the local community and with pre-application consultation;
- b. Make effective and efficient use of land and buildings, through the arrangement of development plots and design, layout and orientation of buildings on site;
- c. Be durable, flexible and adaptable over their planned lifespan, taking into account potential future social, economic, technological and environmental needs through the structure, layout and design of buildings and places;
- d. Provide a high standard of amenity for users of new buildings and maintain the existing amenity of neighbours;
- e. Facilitate social interaction and create healthy, inclusive communities;

- f. Be designed to reduce crime and create safe environments, and provide satisfactory access for emergency vehicles;
- g. Create visual richness through building type, height, layout, scale, form, density, massing, materials and colour and through landscape design;
- h. Provide a high quality, legible and structured public realm;
- i. Retain or enhance important features and assets within the landscape, treescape or townscape and conserve or create key views;
- j. Provide well designed boundary treatments that reflect the function and character of the development and its surroundings;
- k. Be supported by a landscape enhancement scheme; and
- l. Provide attractive, accessible and integrated vehicle and cycle parking which also satisfies the standards in Appendix B, and unless impractical, incorporates facilities for electric plug-in and other ultra-low emission vehicles.

Amenity Considerations

New development should not result in an unacceptable impact on the amenity of existing occupiers of any nearby properties. These impacts may include:

- m. loss of privacy for the occupiers of any nearby property; or
- n. loss of public green space and/or amenity space; or
- o. noise and/or vibration levels resulting in disturbance for the occupiers or users of any nearby property or land; or
- p. loss of light to and/or overshadowing of any nearby property; or
- q. overbearing impact on any nearby property; or
- r. adverse impact on air quality from odour, fumes, dust, smoke or other sources; or
- s. light pollution from artificial light or glare.

Development proposals should be designed and located to ensure that the needs of future occupiers are provided for and should include:

- t. no adverse impact arising from odour, fumes, dust, smoke or noise; and
- u. adequate natural light; and
- v. adequate amenity for the living and storage needs of prospective occupiers; and
- w. well designed and located private amenity space; and
- x. well designed and located bin storage and collection areas, including adequate turning space for collection vehicles where appropriate; and
- y. cycle storage (in accordance with the standards set out in Appendix B).

Health and Wellbeing Considerations

Development proposals should aim to promote, support and enhance both the physical and mental health and wellbeing of the community, contributing to reducing health inequalities and helping to deliver healthy, active lifestyles.

This will be achieved by:

- z. The Council seeking, when appropriate and in line with guidance at policy LP16, developer contributions towards new or enhanced health facilities where development results in a shortfall or worsening of provision, as informed by the outcome of consultation with health care commissioners;

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- aa. Applicants voluntarily providing, when it is considered useful, a fit for purpose, but proportionate, Health Impact Assessment (HIA) as part of the application, especially where there are expected to be significant health and wellbeing impacts.
- ab. Development schemes safeguarding, and where appropriate, creating or enhancing the role of allotments, orchards, gardens and food markets in providing opportunities for exercise and access to healthy, fresh and locally produced food.

Proposals for new healthcare facilities should relate well to public transport services and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

Other Considerations

Development proposals should, in terms of design matters specifically, also have regard to the latest versions of following SPDs:

- *Design Guide SPD*
- *RECAP Waste Management Design Guide*
- *Shop Front Design Guide SPD*

6.3 Water Efficiency in East Cambridgeshire

6.3.1 Where justified through evidence, the Council has the option to set through the Local Plan additional technical requirements which exceed the minimum 'Building Regulation' standards, in respect of access, water usage and space standard of dwellings.

6.3.2 In terms of water usage, existing sources of evidence (including the Water Cycle Strategy (2017) and Anglian Water's Water Resource Management Plan (2015)) demonstrate that in East Cambridgeshire water resources are under stress. Increasing demands from growth, along with reductions in abstraction to improve the quality of the water environment, could result in an imbalance between supply and demand. Minimising the demand for water in buildings is therefore crucial to protecting the water environment.

6.3.3 To reduce impact on the water environment, the following policy requires new development to achieve the nationally set technical housing standard for water efficiency. This standard will reduce water consumption in new dwellings to a level equivalent to 110 litres per person per day (rather than the standard 125 litres), and is described in Building Regulation G2.

Policy LP23: Water Efficiency

To minimise impact on the water environment all new dwellings should achieve the Optional Technical Housing Standard for water efficiency of no more than 110 litres per day as described by the Building Regulations (part G2).

6.4 Developing Renewable Energy

6.4.1 The UK is obligated to reduce its carbon emissions. A key part of the national strategy to reduce emissions is to increase the amount of energy generated from renewable sources. In addition to the environmental benefits, there are strong socio-economic drivers for developing renewable

energy. For example the transition to a clean energy economy can create opportunities for economic growth through investment in projects and employment opportunities. In addition, local and renewable energy can help to achieve energy security, countering the volatile energy prices which have placed many households in fuel poverty.

6.4.2 A range of opportunities for renewable energy generation in the district are likely to be suitable. This could include solar radiation, wind power, anaerobic digestion, biomass, ground heat sources and other technologies. Combined heat and power systems may also be used to provide efficient energy to larger developments.

6.4.3 However, renewable energy proposals can have detrimental implications, such as impact on the landscape, impact on the setting of Ely Cathedral, the impact on protected species, the loss of productive agricultural land, and, for some technologies (eg biomass), the highway impacts associated with the ongoing regular delivery of material by lorries to and from the site.

6.4.4 In October 2014, the Council adopted a Renewable Energy Development (Commercial Scale) SPD. However, national policy has moved on since that date, especially in relation to wind turbine proposals. As such, in preparing the policy below, the Council has taken account of the Secretary of State for Communities and Local Government (Greg Clark) Written Statement (HCWS42) of 18 June 2015 which related to wind energy development. The National Planning Practice Guidance (NPPG) on wind energy development was amended as a result of the statement. The NPPG now advises that local planning authorities can only approve proposals for wind energy development if:

- the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

Policy LP24: Renewable and Low Carbon Energy Development

The Council places significant weight on the wider environmental, social and economic benefits renewable and low carbon energy can deliver. Proposals which support the growth of the renewable and low carbon energy sector, including, but not limited to, associated infrastructure and employment opportunities, will be supported.

Development proposals will be considered more favourably if the proposal would make a positive and significant contribution towards one or more of the following (which are listed in order of preference):

Reducing demand: by taking account of landform, layout, building orientation, design, massing and landscaping, development should enable occupants to minimise their energy and water consumption, minimise their need to travel and, where travel is necessary, to maximise opportunities for sustainable modes of travel;

Resource efficiency: development should (a) take opportunities to use sustainable materials in the construction process, avoiding products with a high embodied energy content; and (b) minimise construction waste;

Energy production: development could provide site based decentralised or renewable energy infrastructure. The infrastructure should be assimilated into the proposal through careful consideration of design. Where the infrastructure may not be inconspicuous, the impact will be considered against the contribution it will make;

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Carbon off-setting: development could provide extensive, well designed, multi-functional woodland (and, if possible, include a management plan for the long term management of the wood resource which is produced), fenland or grassland.

In principle, proposals will be supported where occupiers of existing developments (whether that be a dwelling(s) or business(es)) are seeking to reduce their resource use. However, the Council's preference, if options exist, is as set out above.

Proposals which address one or more of the above principles (whether in relation to an existing development or as part of a wider new development scheme) but which are poorly designed and/or located or have a detrimental impact on the landscape, the amenity of residents, or the natural, built or historic environment, will be refused.

Proposals for wind energy development

This Local Plan does not identify areas which are suitable for wind energy development. As such, current national policy dictates that proposals for wind energy development will be refused. If national policy is amended during the lifetime of this Local Plan, proposals will be considered against:

- a. The latest national policy/guidance;
- b. The surrounding landscape and townscape;
- c. Heritage and biodiversity considerations;
- d. Residential and visual amenity;
- e. Safety, including ensuring no adverse highway impact;
- f. Highways impact, both in the construction of the facility and the on-going use of the facility;
- g. MoD operations, including having no unacceptable impact on the operation of aircraft movement or operational radar;
- h. Agricultural Land Classification; and
- i. The Council's Renewable Energy Development (Commercial Scale) SPD.

Proposals for other renewable energy development

Proposals for non-wind renewable technology will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme, taking account of the following:

- j. The surrounding landscape and townscape;
- k. Heritage and biodiversity considerations;
- l. Residential and visual amenity;
- m. Safety, including ensuring no adverse highway impact;
- n. Highways impact, both in the construction of the facility and the on-going use of the facility;
- o. MoD operations, including having no unacceptable impact on the operation of aircraft movement or operational radar;
- p. Agricultural Land Classification;
- q. The Council's Renewable Energy Development (Commercial Scale) SPD.

Proposals will be supported where the benefit of the development outweighs the harm caused by the development and reasonable measures for mitigation can be demonstrated.

Renewable energy proposals which will directly benefit a local community, have the support of the local community and / or are targeted at residents experiencing fuel poverty, will be particularly supported, even if there is a limited degree of harm resulting from the development. In such events, the harm should be appropriately mitigated in agreement with relevant parties.

6.5 Managing Water Resources and Reducing the Risk From Flooding

6.5.1 Flood risk is an important issue for the district due to the flat and low-lying topography of the area and impact of climate change, with related sea-level rises and increased incidents of heavy rainfall. On its flood zone maps, the Environment Agency identifies specific zones of flood risk in East Cambridgeshire.

6.5.2 Areas close to the major rivers (the Great Ouse, the Cam and the New and Old Bedford rivers) have been subject to periodic flooding in the past, as have several of the smaller river valleys in the south of the district. Flooding can cause significant damage to property, infrastructure and agricultural land. Flooding increases the risk from pollution and, in serious cases, is a threat to human life. It is therefore essential that development does not add to these dangers.

6.5.3 As part of the district is at or below sea level there is the potential for it to be highly influenced by marine processes especially those relating to coastal flooding. Due to the tidal reaches of the New Bedford River, the Council collaborates with the Marine Management Organisation and the Environment Agency to ensure that policies across the land/sea boundary are integrated.

6.5.4 In accordance with national policy, new development should:

- Be generally located away from those areas most at risk of flooding, and designed to be resilient to flooding;
- Not increase the risk of flooding to other areas and where possible reduce the overall flood risk;
- Provide a sustainable drainage solution to manage flood risk and support the environment; and
- Where there is an identified need, contribute to the delivery of strategic flood defence infrastructure.

6.5.5 The NPPF requires Local Planning Authorities to apply a sequential, risk-based approach to the location of development to avoid, wherever possible, flood risk to people and property and manage any residual risk. Where appropriate, the Exception Test will be applied in accordance with national policy.

6.5.6 The Council has prepared an updated Strategic Flood Risk Assessment (2016) (SFRA). The SFRA refines the Environment Agency's flood zone maps, enables the application of the sequential test and has informed the selection of site allocations. This evidence, along with relevant Surface Water Management Plans will be used to inform decisions on planning applications. In certain circumstances, applicants will be required to submit site-specific Flood Risk Assessments (FRAs) to ensure that flood risk and surface water run-off issues are comprehensively considered and addressed.

6.5.7 East Cambridgeshire District Council has worked with Cambridgeshire County Council (the Lead Local Flood Authority) and other local authorities and relevant organisations to develop a Flood and Water Supplementary Planning Document (2016). Proposals for new development should have regard to the SPD and other strategies as appropriate. Applicants should also engage with the Environment Agency, the Lead Local Flood Authority and Internal Drainage Boards at an early stage to obtain further information relating to potential flood risk of their sites.

6.5.8 Proposals for new development should give early consideration of climate change in scheme design, such as flood management measures, providing evacuation routes and ensuring new infrastructure is built to withstand projected impacts of climate change. The use of new technologies and designs e.g. permeable paving, Sustainable Drainage Systems (SuDS), etc. are encouraged to alleviate risks associated with climate change.

6.5.9 As illustrated in the Flood and Water Management SPD, SuDS can provide the best method of minimising flood risk whilst also benefiting biodiversity and the water environment. Design and layout measures and the effective use of features such as permeable surfaces, soakaways and water storage areas should be incorporated in all new developments where technically possible. Systems

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that mimic natural drainage processes such as retention ponds, swales and wetlands/reed beds will be particularly encouraged.

6.5.10 To demonstrate that a development can be drained in a sustainable manner and will not result in adverse impacts on neighbouring properties or sites, water resources and the environment, proposals should be supported by a drainage strategy.

6.5.11 Policy LP25 seeks to ensure proposals for new development appropriately manage flood risk and protect the water environment. The Council has prepared an updated Water Cycle Study (2017) (WCS) in collaboration with water companies, the Environment Agency and other relevant bodies. The WCS aims to ensure infrastructure improvements to manage increased waste water and sewage effluent produced by new development are delivered in a timely manner, and ensure there is no deterioration to water quality and the environment as required by the Water Framework Directive.

Policy LP25: Managing Water Resources and Flood Risk

All development proposals will be considered against the NPPF (including application of the sequential test and, if necessary, the exception test) and against the European Water Framework Directive (or any subsequent post EU-exit equivalent).

Flood Risk

Through appropriate consultation and option appraisal, development proposals should demonstrate:

- a. that they are informed by and take account of the best available information from all sources of flood risk, including residual flood risk in defended areas, and by site specific flood risk assessments where appropriate;
- b. that there is no unacceptable increased risk of flooding to the development site or to existing properties;
- c. that the development will be safe during its lifetime, does not affect the integrity of existing flood defences and any necessary flood mitigation measures have been agreed with the relevant bodies;
- d. that the adoption, ongoing maintenance and management of any mitigation measures (including access to any mitigation measures, for maintenance purposes) have been considered and any necessary agreements are in place;
- e. how proposals have taken a positive approach to reducing overall flood risk and have considered the potential to contribute towards solutions for the wider area; and
- f. that they have incorporated Sustainable Drainage Systems (SuDS) in to the proposals unless they can be shown to be impractical.

A site-specific Flood Risk Assessment appropriate to the scale and nature of the development and risks involved, taking into account future climate change, will be required for development proposals:

- in Flood Zones 2 and 3; and
- in Flood Zone 1 where there are critical drainage problems; and
- on sites of 1 hectare or greater in Flood Zone 1; and
- sites where development or change of use to more vulnerable use may be subject to other sources of flooding; and
- sites of less than 1 hectare in Flood Zone 1 where they could be affected by sources of flooding other than from rivers and the sea.

New development must demonstrate that appropriate surface water drainage arrangements for dealing with surface water run-off can be accommodated within the site and that issues of ownership and maintenance are addressed.

Protecting the Water Environment

Development proposals should demonstrate:

- g. that water is available to support the development proposed;
- h. that development contributes positively to the water environment and its ecology and will not adversely affect surface and ground water quality in line with the requirements of the Water Framework Directive;
- i. that development with the potential to pose a risk to groundwater resources is not located in sensitive locations to meet the requirements of the Water Framework Directive;
- j. how efforts have been made to maximise the efficient use of water, including water storage and harvesting wherever practical;
- k. how Sustainable Drainage Systems (SuDS) to deliver improvements to water quality, the water environment and, where possible, amenity and biodiversity, have been incorporated into the proposal unless they can be shown to be impractical;
- l. that relevant site investigations, risk assessments and necessary mitigation measures for source protection zones around boreholes, wells, springs and water courses have been agreed with the relevant bodies (e.g. the Environment Agency and relevant water companies);
- m. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- n. that no surface water connections are made to combined or foul systems unless in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);
- o. that no combined sewer overflows are created in areas served by combined sewers, and that foul and surface water flows are separated where possible;
- p. that suitable access is safeguarded for the maintenance of water resources, flood defences and drainage infrastructure; and
- q. that adequate provision is made to safeguard the future maintenance of water bodies to which surface water is discharged, preferably by an appropriate authority (e.g. Environment Agency, Internal Drainage Board, Water Company, the Canal and River Trust or local council).

In addition to the requirements set out in this Policy, all development should take account of the guidance set out in the Cambridgeshire Flood and Water Management SPD.

6.6 Reducing Contamination and Pollution

6.6.1 Some development schemes can result in pollution to air, water or land or all three; many will generate waste in some form. The NPPF indicates that pollution from existing and new development should be addressed; and the aim should be to minimise pollution and other adverse effects on the environment.

6.6.2 Air quality in the district is generally good, and there are no designated National Air Quality Management Areas (AQMA). The Council carries out monitoring at roadside sites for nitrogen dioxide and there are concerns about levels at Station Road, Ely. However, the construction of the A142 Ely Southern Bypass is anticipated to address this concern.

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6.6.3 Water quality is particularly important in the district as many watercourses have international or national environmental designations. New development must ensure that increases in run-off and sewage effluent discharge can be achieved without adverse impact on water quality. The Council places a high priority on protecting surface and groundwater from pollution arising from development, and will support initiatives that result in an improvement to water quality. Regard should also be had to the Water Framework Directive and the objectives of the Anglian River Basin Management Plan.

6.6.4 Land contamination in East Cambridgeshire arises most frequently from former industrial and agricultural uses, but can also result from accidents, spillages or be caused by elevated levels of naturally occurring substances. Land contamination is a key consideration as it causes harm to the environment, has the potential to affect adversely public health and safety, and unless dealt with appropriately, can inhibit the re-use of otherwise suitable brownfield sites. It is important that potential contamination is identified at the earliest stage in the development process to ensure that appropriate remediation measures are identified and addressed early in the preparation of proposals for a site. Remediation should remove unacceptable risk and make the site suitable for its new use. In addition to the NPPF, contamination is subject to pollution control legislation. Additional advice for developers on the process for assessing contaminated sites and information on remediation works is set out in the Council's Supplementary Planning Document (SPD), '*Guidance on submitting planning applications on land that may be contaminated*' (2010). A technical note was also produced in January 2015, available on the website.

6.6.5 Low levels of naturally occurring radon are present in certain parts of the district, and properties in these areas may require special basic protection. Further information on areas affected, and control measures for new development are contained in BR211 Radon: Guidance on Protective Measures for New Dwellings (BRE), and Part C of the Building Regulations 2000.

6.6.6 The Council encourages pre-application discussions with applicants involving bodies responsible for pollution control or drainage where pollution is an issue. In some cases this may involve an Environmental Statement, prepared as part of an Environmental Impact Assessment (EIA) to ensure the environmental impacts of a significant development proposal are comprehensively considered.

6.6.7 *Policy LP26: Pollution and Land Contamination* sets out the criteria against which developments with potential pollution, contamination and waste implications will be considered. This includes an important section relating to development near major roads.

Policy LP26: Pollution and Land Contamination

All development proposals should minimise, and where possible, reduce all emissions and other forms of pollution, including light and noise pollution, and ensure no significant deterioration in air and water quality. All applications for development must contain sufficient information to enable the Council to make a full assessment of potential hazards and impacts, especially where pollution or land contamination is suspected.

Proposals will be refused where, individually or cumulatively, there are unacceptable impacts arising from the development on:

- a. The natural environment, heritage assets, general amenity and the tranquility of the wider rural area, including noise and light pollution;
- b. Health and safety of the public;
- c. Air quality;
- d. Surface and groundwater quality;
- e. Land quality and condition; or
- f. Compliance with statutory environmental quality standards.

In exceptional cases, development proposals may be permitted where it can be clearly demonstrated that the environmental benefits of the development and the wider social and economic need for the development substantially outweigh any adverse impact in terms of pollution. In such cases, where pollution is unavoidable, mitigation measures to reduce pollution levels will be required in order to meet acceptable standards.

New development will not be permitted where there is a potential to conflict with existing developments that require particular conditions for their operation, or that are authorised or licensed under pollution control or hazardous substances legislation, where it would be likely to impose significant restrictions on the activities of the existing use in the future.

Development proposals on contaminated land (or where there is reason to suspect contamination) must include an assessment of the extent of the contamination and any possible risks. Proposals will only be permitted where the land is, or can be made, suitable for the proposed use. Development proposals where there is a risk of pollution should include a Pollution Management Plan which includes details of the identified risks and the proposed control measures.

Development Adjacent to Main Transportation Routes

For development proposals adjacent to main transportation routes (including A10, A142, all railway lines, and any other road with reasonably frequent Heavy Commercial Vehicles (HCV) traffic), the applicant will need to demonstrate, through the use of appropriate technical evidence as necessary, that:

- g. the distance between the route and the proposed dwellings (the 'buffer zone'), and
- h. the orientation of dwellings in relation to the route,

are appropriate to address any potential air quality, noise, vibration and any other wider public health matters of future occupants.

Within the buffer zone, mitigation measures such as landscaping and bunds will be supported to assist in reducing the impact to an acceptable level, but only if such provision will be visually acceptable, will have longevity and with an appropriate maintenance regime agreed. Mechanical ventilation of homes will not be approved as a mitigation measure, except in very exceptional circumstances (for example, when the public interest in developing the site outweighs the environmental and amenity impact of providing mechanical ventilation).

The buffer zone is unlikely to count towards the necessary open space requirements for the development proposal (see LP21), unless it is clearly demonstrated that the open space is usable and fit for purpose as an open space.

Development Adjacent to Designated Sites

In addition, 'major development' proposals adjacent to international and nationally designated biodiversity sites will require an air quality assessment to demonstrate no significant adverse effect on sensitive features. 'Major development' located not immediately adjacent, but within the vicinity of, such designated sites, may also require an air quality assessment if there is the possibility of a significant adverse effect arising.

6.7 Conserving and Enhancing Heritage Assets

6.7.1 Investing in the historic environment can have a direct impact on the quality of life of residents. Many assets have a rich historic legacy and contribute to local identity. As demonstrated in the table below, the historic environment can include a diverse range of features, buildings, sites and areas.

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Heritage Asset	Description and status
Conservation Areas	<p>The Council has designated a number of conservation areas in the district. These areas have been designated due to their particular architectural or historic interest, taking account of the overall quality of the area, mix and style of buildings, quality of open spaces, and other features which contribute to the overall character.</p> <p>The Council has adopted several Conservation Area Appraisals as Supplementary Planning Documents. These appraisal documents examine boundaries, character and general condition of conservation areas. Where necessary, the Council will use Section 215 notices and Article 4 Directions to maintain and enhance the quality of conservation areas.</p>
Listed Buildings	<p>Buildings are listed by the Secretary of State in recognition of their special architectural or historic interest, and any works which affect the character of a listed building require Listed Building Consent. Within the district there are almost 930 Listed Buildings, about 100 of which are Grade I or Grade II*. The high ratio of Grade I and Grade II* are primarily owing to the legacy of Ely Cathedral, the large number of highly graded village churches, a significant number of mills, and Anglesey Abbey. The main aim of listing is to prevent alterations that would cause harm to the special character of the building or structure and its wider setting.</p>
Local Register of Buildings and Structures	<p>The Council, in conjunction with parish council's and local amenity groups, has adopted (February 2017) a local register of buildings that make a valuable contribution to the local character, distinctiveness and/or local history, but do not merit inclusion on the national list. Their status is a material consideration in the determination of planning applications.</p>
Archaeological sites and monuments	<p>East Cambridgeshire has a rich and varied archaeological heritage. In the north of the district, settlement from the early pre-historic period focused on the dry land of the Isle of Ely and surrounding fen margins, although well preserved artefacts and organic remains may occur in the areas of fen. Extensive evidence of Roman activity survives throughout the district, and in addition to the historic city of Ely, numerous mediaeval villages and towns survive to the present day.</p> <p>Archaeological remains, including scheduled monuments, are finite and irreplaceable. As well as having historic value and contributing to the character of the district they are also important resources for education, leisure and tourism. The Council will make every effort to safeguard the local archaeological heritage that is vulnerable to the impacts of development. Details of known archaeological remains, and other 'undesigned' assets of significance, are listed in the Cambridgeshire Historic Environment Record which is maintained by Cambridgeshire County Council.</p>
Historic parks and gardens	<p>Historic England has compiled a 'Register of Parks and Gardens of Special Historic Interest' that includes 4 designated sites within East Cambridgeshire. The aim of this register is to draw attention to important historic parklands, pleasure grounds and gardens laid out before 1939 and which are considered to be an essential part of the nation's heritage. There are also 6 other identified historic landscapes that are considered to be local significance.</p>

6.7.2 There is a strong presumption in favour of the retention and conservation and enhancement of heritage assets and their setting. For many heritage assets, the best way of ensuring their long-term

preservation is by securing an active and economically viable use. Sympathetic consideration will be given to proposals that help to secure the long-term future of the building.

6.7.3 Development proposals affecting heritage assets must take special care over design, layout and materials to ensure their significance is conserved, and where opportunities arise, enhanced. Traditional features and local characteristics should be recognised and reflected in development proposals where appropriate. However, new development does not always have to mimic the past, and high quality schemes that provide a successful visual contrast with their surroundings may also be appropriate.

6.7.4 In addition to preserving and enhancing the asset itself, the contribution of the asset's setting within the wider environment needs to be fully considered. The setting of an asset may extend well beyond the immediate building curtilage and may include an extensive street scene or a wider urban design context, especially when the proposal is within a Conservation Area. Where a heritage asset has landscape value, contributing to the wider setting of a settlement or the countryside, it will be necessary to demonstrate that development proposals do not adversely affect landscape character or key views. In respect of Ely Cathedral, the Ely Environmental Capacity Study (2001) identifies those views of particular importance that are to be maintained.

6.7.5 As most archaeological remains are yet to be discovered it is crucial that sites of potential interest are appropriately assessed. Archaeological assessments are expected to define the location, extent, character, condition, quality and significance of any archaeological remains in order to establish the potential impacts of the development and to enable any preservation or mitigation strategies to be developed.

6.7.6 Applications proposing full or partial demolition of a designated heritage asset should be exceptional. Proposals will be required to demonstrate that the viability of continued beneficial use, restoration or conversion has been exhausted and its redevelopment would bring wider public benefits that outweigh that harm or loss.

Policy LP27: Conserving and Enhancing Heritage Assets

The Council recognises that the historic environment plays an important role in the quality of life experienced by local communities and will protect, conserve and seek opportunities to enhance East Cambridgeshire's rich and diverse heritage assets and their settings, for the enjoyment of current and future generations.

All new development must respect, and enhance or reinforce where appropriate, the local character and distinctiveness of the area in which it would be situated, particularly in areas of high heritage value. There will be particular emphasis on the following:

- a. a presumption against development that would unacceptably detract from important views of Ely Cathedral by virtue of its height, location, bulk or design;
- b. the use of Conservation Area Appraisals and associated Management Plans to ensure the preservation and where possible enhancement of the special character or appearance of each of East Cambridgeshire's Conservation Areas;
- c. the protection of designated heritage assets and their settings;
- d. the identification and protection of significant non-designated heritage assets and their settings; and

All development proposals that would directly affect any heritage asset (whether designated or non-designated), including any contribution made by its setting, will need to be accompanied by a Heritage Statement which, as a minimum, should cover the following:

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- e. describe and assess the significance of the asset and/or its setting to determine its architectural, historic, artistic or archaeological interest; and
- f. identify the impact of the development on the special character of the asset; including the cumulative impact of incremental small-scale changes which may have as great an effect on the significance of a heritage asset as a larger scale development; and
- g. provide a clear justification for the works, especially if harm would be caused to the significance of the asset or its setting, so that the harm can be mitigated and weighed against public benefits.

The level of detail required should be proportionate to the asset's significance and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Unless it is explicitly demonstrated that the proposal meets the tests set out in the NPPF, planning permission will only be granted for development affecting a designated heritage asset where the impact of the proposal will not lead to substantial harm or loss of significance.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.

Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention, though regard will be had to the scale of any harm or loss and the significance of the heritage asset. Any special features which contribute to an asset's significance should be retained and reinstated, where possible.

The Council recognises the significance of setting to a heritage asset and proposals that fail to preserve or enhance the setting of a designated heritage asset will not be supported. Development proposals that make a positive contribution to, or better reveal the significance of, the heritage asset and its setting will, in principle, be supported.

6.8 Safeguarding Landscape, Treescape and Built Environment Character

6.8.1 Attractive and distinctive local landscapes help to raise both the overall quality of the environment and the quality of people's lives. A high priority is therefore given to the protection, conservation and enhancement of traditional landscape character. New development that is well designed and helps to sustain and create landscapes and townscape with a strong sense of place and local identity is important to achieving this.

6.8.2 The countryside in East Cambridgeshire is characterised by three distinctive and contrasting landscape types which are consistent with the qualities defined in the national Landscape Character Assessment:

- *Fens* – these cover the northern part of the district and are characterised by large open, flat and low lying fields under wide skies, crossed by numerous waterways and drainage channels. There are fine long distance views of buildings and settlements, and most settlements are located on old 'islands'. In places, field shelter belts of mainly poplar trees are very characteristic.
- *Chalk hills* – these extend between Cambridge and Newmarket, and are a broad scale landscape of large fields, low hedges and relatively few trees. Villages are mainly nuclear in form.
- *Clay hills* – these lie to the south-east, and are an undulating landscape of gently rolling hills and scattered woodland. A number of small hamlets and villages have developed in sheltered locations, often originally built to take advantage of the natural springs.

6.8.3 The flatness of the fens and southern rolling hills, interspersed with small low lying villages, results in broad open skies, which are a key part of the distinctive landscape character. At night the

rural nature of the area means that only urban areas are brightly lit, islands of light in a dark and tranquil sea. It is important that these qualities are protected from inappropriate development, especially from increased light pollution from street lighting, floodlighting and domestic lighting, and that new development retains the openness and tranquillity of the area.

6.8.4 Character areas are described in the County Council's 'Cambridgeshire Landscape Guidelines' (1991). The Guidelines stress the need to pay special attention to the design of edges of towns and villages and their integration with and relationship to the wider landscape. This requires the location, scale and height of development, views into and out of the settlement and the detailed edge treatment to be considered carefully. Key views include those of Ely Cathedral and the setting of the City as a historic 'isle' settlement close to the fen edge and the valley of the River Great Ouse.

6.8.5 The Council's 'Ely Environmental Capacity Study' (2001) provides a detailed assessment of the landscape character of Ely and its environs, including an analysis of the distant and near views of Ely Cathedral. It remains a valuable evidence source, though it may be updated or supplemented in due course. In addition, the Council has adopted (as Supplementary Planning Documents) a number of Conservation Area Appraisals for various town and villages, providing guidance on landscape / townscape and character of settlements in the district. These documents should be used by developers to ensure that proposals reflect the distinctive character, qualities and sensitivities of the area.

Policy LP28: Landscape, Treescape and Built Environment Character, including Cathedral Views

Proposals for development should be informed by, be sympathetic to, and respect the capacity of the distinctive character area in which it sits.

Development proposals must demonstrate that their location, scale, form and design will create positive, complementary relationships with existing development and will protect and where possible enhance:

- a. The pattern of distinctive historic and traditional landscape features, such as watercourses, characteristic vegetation, individual and woodland trees, field patterns, hedgerows and walls;
- b. Visually sensitive natural and man-made skylines, hillsides and geological features;
- c. The settlement edge, space between settlements, and their wider landscape setting;
- d. Key views into and out of settlements and of distinctive buildings and features;
- e. The tranquil nature and nocturnal character of rural areas, free from light pollution.

For the Ely area, and from any other area from which Ely Cathedral can be seen, no development will be permitted which significantly impacts on either views of the Cathedral or on the general visual distinctiveness of Ely. In this regard, development will not be permitted which in any way introduces visual competition with the Cathedral. This is likely to rule out any development anywhere in Ely of greater than three storey's high (and less in some parts of the Ely).

Green and natural landscape enhancement measures, such as the establishment of tree belts, woodland, hedgerows, open space and wet fen creation should explore opportunities to support the objectives of the *Cambridgeshire Green Infrastructure Strategy* as well as reflect guidance in the *Ely Environmental Capacity Study*.

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6.9 Local Green Spaces

6.9.1 Local Green Space is a national designation that aims to protect green areas or spaces which are demonstrably special to a local community and hold a particular local significance. Local Green Space designation can be used where the green space is:

- Reasonably close proximity to the community it serves; and
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including playing fields), tranquillity or richness of its wildlife; and
- Local in character and is not an extensive tract of land.

6.9.2 Local communities have the opportunity through the development of the Local Plan and Neighbourhood Plans in East Cambridgeshire to identify Local Green Spaces for designation.

6.9.3 We asked at the earlier stages of preparing this Local Plan for suggested Local Green Space sites, and we have carefully considered all of these. Those we are taking forward can be found on the Policies Map, and are listed in Chapter 7.

Policy LP29: Conserving Local Green Spaces

Areas allocated on the Policies Map as Local Green Spaces will be protected from development in line with NPPF, which gives Local Green Spaces the same status as Green Belt land. Proposals will only be supported if they enhance the Local Green Space and are demonstrably supported by the local community.

6.10 Conserving and Enhancing Biodiversity and Geodiversity

6.10.1 East Cambridgeshire's natural environment is a valuable resource, rich in internationally, nationally and locally designated sites, as well as those without formal designation. Ecological networks comprising designated sites, other habitats, and wildlife corridors are necessary to maintain and enhance biodiversity and prevent fragmentation and loss of connectivity. This is essential if species are to adapt to climate change and if a net gain in biodiversity is to be achieved.

6.10.2 The council wishes to ensure, through planning decisions, that there is no net loss in biodiversity and a net gain, where possible.

6.10.3 Whilst the biodiversity of all sites is important, certain species, habitats and individual sites have been identified as being of particular importance to protect and enhance. The UK Biodiversity Framework (2012) considers the conservation of all aspects of biodiversity within the natural environment and identifies a list of national priority habitats and species in special need of protection. At a local level, the Cambridgeshire and Peterborough Biodiversity Partnership has identified the important habitats (e.g. fens and chalk grasslands) in the county and has action plans that seek to enhance these. In addition, a list of national priority species currently found in Cambridgeshire has been prepared which identifies those species where conservation action is required. A number of species are also protected in their own right by national and European legislation – including bats, barn owls, badgers, great crested newts and water voles. A wide range of reference material is available at www.cpbiodiversity.org.uk.

6.10.4 A number of trees and woodlands in the district are also designated for their amenity or landscape value and have 'Tree Preservation Orders' or afforded protection if within Conservation Areas. Similarly, the Hedgerow Regulations 1997 requires prior consultation with the Council before removal is permitted. Some specific sites in East Cambridgeshire are also designated for their local,

national or international biodiversity value, and their protection and enhancement is a priority for the Council.

6.10.5 Applicants should have particular regard to designated or important species, and habitats. In the case of protected species, applicants are advised to consult Natural England's standing advice. International sites have statutory protection and development proposals trigger specific legal procedures under the Conservation of Habitats and Species Regulations (2010). Further information on County Wildlife Sites is contained in the Council's 'County Wildlife Sites' Supplementary Planning Document (2010).

6.10.6 The Cambridgeshire and Peterborough Biological Records Centre can provide general species distribution data for development sites and further information is available from the local Wildlife Trust and the Greater Cambridgeshire Local Nature Partnership. Where there is reason to suspect the presence of protected species or trees and woodland, the Council will require applications for development to be accompanied by an appropriate survey or impact assessment, assessing their presence and if present, details of how the proposal is sensitive to, and makes provision for their needs.

Biodiversity and Geodiversity in Development

6.10.7 New development should ensure no net loss in biodiversity and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features. This should be appropriate to the scale, type and location of development, and the long term maintenance and management of these features should be considered early in the planning process.

6.10.8 Development should avoid any adverse impact on biodiversity and geodiversity. Where significant adverse impacts would result, the first priority should be relocation of the development to an alternative site. If impacts cannot be avoided then suitable mitigation is required. If that is not possible, then full compensation must be provided.

6.10.9 For most development proposals involving construction or engineering works, applicants will be expected to complete the council's biodiversity checklist and provide a comprehensive site survey as part of the planning application. Applicants should refer to the council's website for further guidance on the checklist and survey requirements when preparing and submitting an application. The council encourages developers to complete Natural Cambridgeshire's 'Developing with Nature Toolkit' to demonstrate how their proposal delivers a net gain in biodiversity.

6.10.10 Most development near a river or watercourse will have the potential to impact on water quality and biodiversity. A requirement of the Water Framework Directive is that there should be no deterioration in water body status. In addition to water quality, landscaping along watercourses is also a primary factor contributing to ecological status. Naturalisation of riverbanks therefore, where hard landscaping currently exists, can make a significant contribution to biodiversity and in turn water quality.

Policy LP30: Conserving and Enhancing Biodiversity and Geodiversity

Through the development management processes, management agreements and other positive initiatives, the council will:

- a. aid the management, protection, enhancement and creation of priority habitats, including limestone grasslands, woodlands and hedgerows, wet woodlands, rivers and flood meadows;
- b. promote the creation of an effective, functioning ecological network throughout the district, consisting of core sites, buffers, wildlife corridors and stepping stones that link to green infrastructure in adjoining local authority areas to respond to and adapt to climate change;

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- c. safeguard the value of previously developed land where it is of significant importance for biodiversity and/or geodiversity;
- d. work with developers and Natural England to identify a strategic approach to great crested newt mitigation, where this is required, on major sites and other areas of key significance for this species.

Designated Sites

International Sites

The highest level of protection will be afforded to international sites designated for their nature conservation or geological importance. Proposals having an adverse impact on the integrity of such areas, that cannot be avoided or adequately mitigated to remove any adverse effect, will not be permitted other than in exceptional circumstances. These circumstances will only apply where:

- e. there are no suitable alternatives;
- f. there are imperative reasons of overriding public interest; and
- g. necessary compensatory provision can be secured.

Development will only be permitted where the council is satisfied that any necessary mitigation is included such that, in combination with other development, there will be no adverse effects on the integrity of international sites.

Development proposals that are likely to have an adverse effect, either alone or in-combination, on European designated sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Mitigation may involve providing or contributing towards a combination of the following measures:

- h. Access and visitor management measures within the Special Area of Conservation (SAC);
- i. Improvement of existing greenspace and recreational routes;
- j. Provision of alternative natural greenspace and recreational routes;
- k. Monitoring of the impacts of new development on European designated sites to inform the necessary mitigation requirements and future refinement of any mitigation measures;
- l. Other potential mitigation measures to address air pollution impacts e.g. emission reduction measures, on site management measures.

National Sites

Development proposals within or outside a Site of Special Scientific Interest (SSSI), likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not normally be permitted unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

Local Sites

Development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, including County Wildlife Sites, Local Geological Sites and sites supporting Biodiversity Action Plan habitats and species, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

Habitats and Species of Principal Importance

The council will consider all development proposals in the context of its duty to promote the protection and recovery of priority species and habitats. Where adverse impacts are likely, development will only be permitted where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.

Biodiversity and Geodiversity in Development

All development proposals should:

- m. Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory) of international, national and local importance commensurate with their status and give appropriate weight to their importance;
- n. Avoid negative impacts on biodiversity and geodiversity;
- o. Deliver a net gain in biodiversity, proportionate to the scale of development proposed, by creating, restoring and enhancing habitats and enhancing them for the benefit of species;
- p. Where necessary, protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat. For riverside development, this includes the need to consider options for riverbank naturalisation. In all cases regard should be had to the Cambridgeshire Flood and Water SPD.

All development proposals should complete the council's biodiversity checklist to identify features of value on and adjoining the site and, for major development proposals, to provide an audit of losses and gains in existing and proposed habitat. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey(s) must be undertaken by a suitably qualified ecologist. The development proposals must be informed by the results of both the checklist and survey.

Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

6.11 Development in the Countryside

6.11.1 The countryside is an important and irreplaceable natural resource. It supports biodiversity and defines the landscape setting of settlements. It provides an economic function, supporting the rural economy particularly agriculture, equine industries and other local businesses. The countryside is an important place for leisure with Public Rights of Way and navigable watercourses. In addition, the countryside is a location of rural living, with small rural settlements and isolated dwellings.

6.11.2 Due to the wide range of activities which take place, the countryside can face a variety of development pressures. The Local Plan needs to carefully manage development in the countryside to balance these complex and potentially competing issues.

6.11.3 New isolated homes in the countryside will generally be avoided. However there may be some circumstances where the development of new homes in the countryside may be acceptable, for example:

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- To support businesses and local employment through the development of homes for rural workers;
- To secure the future use of a heritage asset or bring back into use buildings which enhance the landscape setting.

6.11.4 The following policy applies to proposals for development in the ‘countryside’ which, in the context of this Local Plan, includes any land or area outside of a development envelope or other policy designation or allocation (as identified on the Policies Map).

Policy LP31: Development in the Countryside

Part A: Affordable housing exception sites

Community-led housing is the Council's preferred form of development on exception sites and such development is subject to its own policy, LP5.

If it is not to be community-led development, then affordable housing development on exception sites in the countryside will be supported in principle if:

- There is an identified affordable housing local need which cannot be met on available sites within the development envelope (including allocation sites), with identification of need established through either a local survey or through existing available evidence (such as the housing register). Local surveys are likely to be required for small villages;
- The site is well related to a settlement in the settlement hierarchy, and there is good accessibility by foot/cycle to a reasonable range of facilities;
- No significant harm would be caused to the character or setting of the settlement and the surrounding countryside;
- The scale of the scheme is appropriate to the location and to the level of identified local affordable housing need;
- The scheme incorporates a range of dwelling sizes, types and tenures appropriate to the identified local need; and
- The affordable housing provided is made available to people in local housing need at an affordable cost for the life of the property.

A small element of open market housing (maximum 20% of all dwellings) will only be acceptable where it is demonstrated through financial appraisal that the open market housing is essential to enable delivery of the site for primarily affordable housing.

Part B: Dwellings for rural workers

Permanent dwellings in the countryside for full-time workers will be acceptable where they are essential to support rural operations such as agriculture, horticulture, forestry, equine, stud and other rural activities. Proposals should be accompanied by evidence of:

- Details of the rural operation that will be supported by the dwelling;
- The need for the dwelling;
- The number of workers (full and part time) that will occupy the dwelling;
- The length of time the enterprise the dwelling will support has been established;
- The ongoing concern of the associated rural enterprise through the submission of business accounts or a detailed business plan;
- The availability of other suitable accommodation on site or in the area; and
- Details of how the proposed size of the dwelling relates to the enterprise.

Any such development will be subject to a restrictive occupancy condition.

Where the proposal involves a new business that cannot yet demonstrate financial soundness, a temporary dwelling (in the form of a caravan, mobile home or wooden structure that can easily be dismantled and removed from the site) may be acceptable provided all the other criteria are met.

Applications for the removal of an occupancy condition related to rural workers will only be permitted where it can be demonstrated that:

- viii. There is no longer a need for accommodation on the holding/business and in the local area;
- ix. The property has been marketed for a reasonable period (at least 1 year) and at a price which reflects the existence of the occupancy condition; and
- x. The dwelling has been made available to a minimum of three Registered Social Landlords operating locally on terms which would prioritise its occupation by a rural worker as an affordable dwelling - and that option has been refused.

Part C: Replacement of a dwelling in the countryside

The replacement of an existing dwelling in the countryside will only be supported if:

- i. The existing dwelling has an existing lawful use as a domicile (i.e. not abandoned or demolished);
 - ii. The existing dwelling is not of any architectural or historic merit and it is not valuable to the character of the settlement or wider landscape;
 - iii. The existing dwelling is a permanent structure, not a temporary or mobile structure;
 - iv. The replacement dwelling is of a similar size and scale to the existing dwelling; and
 - v. It is located on the footprint of the existing dwelling unless an alternative position within the curtilage would provide notable benefits and have no adverse impact on the wider setting.
-

Part D: Re-use and conversion of non-residential buildings for residential use in the countryside

Where a proposal for the re-use and conversion to residential use of buildings outside the developed envelope of a settlement requires planning permission, this will be supported provided that the following criteria are met:

- i. The building is at least 10 years old, is of notable architectural or historic merit and is intrinsically worthy of retention in its setting; and
- ii. Comprehensive, but proportionate, evidence is provided to justify that:
 - the building can no longer be used for the purpose for which it was originally built or last used; and
 - the proposal is the optimum viable use, minimising harm to its significance; and
 - the building is capable of conversion with minimal alteration.

Proposals which include the development of one or more new dwellings (as part of a wider scheme of re-use or conversion) will not be permitted.

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Part E: Mobile homes within the countryside

Applications for temporary and mobile homes will be considered in the same way as applications for permanent dwellings.

Part F: Non-residential development in the countryside

Proposals for non-residential development in rural areas will be supported, in principle, provided that:

- i. The rural location of the enterprise is justifiable to maintain or enhance the rural economy or the location is justified by means of proximity to existing established businesses or natural features;
- ii. The location of the enterprise is suitable in terms of accessibility;
- iii. The location of the enterprise would not result in conflict with neighbouring uses; and
- iv. The development is of a size and scale commensurate with the proposed use and with the rural character of the location.

Part G: Agricultural diversification

Proposals involving farm based diversification will be permitted, in principle, provided that the proposal will support farm enterprises and providing that the development is:

- i. In an appropriate location for the proposed use (with evidence supplied to demonstrate this);
- ii. Of a scale appropriate to its location; and
- iii. Of a scale appropriate to the business need.

Part H: Protecting the best and most versatile agricultural land

Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy.

With the exception of allocated sites, development affecting the best and most versatile agricultural land will only be permitted if:

- i. There is insufficient lower grade land available at that settlement (unless development of such lower grade land would be inconsistent with other sustainability considerations); and
- ii. The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- iii. Where feasible, once any development which is permitted has ceased its useful life (for example, a solar farm), the land will be restored to its former use, and will be of at least equal quality to that which existed prior to the development taking place (this requirement will be secured by planning condition where appropriate).

For allocated sites, where higher quality agricultural land exists on one part of the site compared with another, then, if possible, utilise such land (or part of such land) for productive use, such as community orchards and allotments.

6.12 Infill Development in Locations Outside of Development Envelopes

6.12.1 Whilst the Council seeks to protect the open countryside from inappropriate development, it acknowledges that there may be some cases where 'infilling' development may be acceptable. Such 'infill' development should comprise of one or two housing units within clusters of dwellings with a continuous frontage that are well related to, but outside of, a development envelope.

6.12.2 Infill development will only be considered appropriate where the plot, and the surrounding dwellings, are related to settlements in the top 3 tiers of the settlement hierarchy, as set out in LP3.

Policy LP32: Infill Development in Locations Outside of Development Envelopes

Where small groups of existing houses are located outside of a Development Envelope (and hence in the defined open countryside), limited infilling of small gaps will be supported, in principle, subject to all the following criteria being met:

- a. the infill plot should be a maximum of 200m from a Main Settlement, Large Village or Medium Village Development Envelope; and
- b. the infill plot should comprise of no more than two dwellings of a similar size and scale to surrounding dwellings within an otherwise continuously built up frontage (frontage of at least six dwellings); and
- c. it will not result in a significant adverse change to the character of the area; and
- d. the existing adjacent dwellings are not subject to agricultural occupancy conditions; and
- e. the gaps to be filled do not form an important feature or asset for that immediate area (such as, but not limited to, public open space, heritage, views, amenity or landscape); and
- f. the development will not result in either backland development or inappropriate development of residential gardens; and
- g. the infill plot is not in flood zone 2 or 3.

6.13 Residential Annexes

6.13.1 The addition of annexes to residential properties can have a considerable impact upon the character and amenity of an area through the intensification of development. Through Policy LP33 the Council will seek to ensure that any residential annexe development is solely provided as ancillary to the original dwelling and not as a new dwelling.

Policy LP33: Residential Annexes

Development of detached residential annexes within the defined development envelopes will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.

Development of residential annexes within the countryside will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship to the main dwelling. Any proposal for the creation of new detached building for use as an annexe in the countryside will be treated as a new dwelling, and proposals considered as such.

Subject to the above, planning permission for the creation of a residential annexe will only be granted if all the following criteria are met:

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- a. the annexe shall presently, and in the future, be within the same ownership as, and will be occupied in conjunction with, the original dwelling;
- b. the annexe does not appear as tantamount to the creation of a new dwelling or separate planning unit;
- c. the annexe is ancillary and subordinate in size and scale to the original dwelling, and of a design which, taken as a whole, complements the original dwelling;
- d. the occupant(s) of the annexe share the access, garden and parking areas of the original dwelling;
- e. there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling;
- f. the annexe is not capable of subdivision from the original dwelling to create a new dwelling or separate planning unit;
- g. the provision of services and utilities to the annexe are provided via the original dwelling; and
- h. the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.

Introduction

Settlement Policies and Site Allocations

7.0.1 This Policies for Places chapter provides a section for each settlement within the Settlement Hierarchy (see policy LP3).

7.0.2 The settlement sections provide a set of policies relevant and specific to that place. Each section follows a broadly similar format; a short introduction to the settlement is followed by policies relating to local character and facilities (policy 1) and infrastructure and community facilities (policy 2). Such policies were initially informed by the Village/Town Visions from the Local Plan (2015) and have been refined through further consultation and engagement to ensure they best reflect each community's priorities. Incorporating the Village/Town Visions into policy affords greater status to matters of local importance in planning decisions.

7.0.3 This Local Plan makes site allocations for the development of housing, employment and other uses at all Main Settlements, Large Villages and most Medium Villages. In addition, this Local Plan designates a number of Local Green Spaces. Where a settlement has site allocations or Local Green Spaces, details are set out in a third policy (titled 'Site Allocations').

7.0.4 Where a site allocation has particularly complex issues, or where there are other settlement-specific issues which need addressing, additional policies are included within the relevant settlement section.

Delivery of growth

7.0.5 Each site allocation supports the delivery of the district's growth needs (as described by policy LP2). The site selection process is set out in the Site Assessment Evidence Report (November 2017), which explains the detailed methodology, site assessment criteria and findings of the site assessment process.

7.0.6 Each site allocation policy states the 'Indicative number of dwellings' the site might reasonably be expected to deliver. This is an estimate, and the actual figure may be higher or lower. For a small number of sites a maximum dwelling figure is provided rather than an indicative value; it is not expected that the maximum dwelling figure will be exceeded. For employment sites, site allocations policies indicate the total site area in hectares.

7.0.7 The table (overleaf) shows how the district's housing requirement will be met. The table shows how development will be distributed by tier of the Settlement Hierarchy and by site type.

Local Housing Need 2016-36

7.0.8 Column (a) states the overall housing need for the plan period, from 2016 to 2036. This has been calculated using the government's proposed approach to Local Housing Need, and adjusted to redistribute a portion of East Cambridgeshire's growth across the Cambridgeshire and Peterborough housing market areas (as discussed in section 3.3).

7.0.9 Policy LP3 categorises settlements into a Settlement Hierarchy. No firm targets have been set for the different tiers of the hierarchy. Whilst all tiers will receive some growth, development is generally focussed in settlements at the top of the Settlement Hierarchy.

Completions 2016/17

7.0.10 The plan period commenced on 01 April 2016; therefore at the time of writing, 1 full reporting year has elapsed. Column (b) indicates net housing completions by settlement hierarchy tier, for the period 01 April 2016 to 31 March 2017.

Policies for Places

Commitment from small sites with planning permission

7.0.11 Column (c) sets out net commitment from small sites with extant planning permission at 01 April 2017, by Settlement Hierarchy tier. Sites with a capacity of fewer than 10 dwellings are considered 'small'. This Local Plan allocates sites with an indicative dwelling capacity of 10 or more dwellings only.

Commitment from large sites with planning permission

7.0.12 Column (d) indicates net commitment from large sites with extant planning permission at 01 April 2017 by Settlement Hierarchy tier. Sites with a capacity of 10 or more dwellings are considered 'large'.

7.0.13 Sites with extant planning permission for 10 or more dwellings at 01 September 2017 are proposed for allocation by the Local Plan.

Remaining commitment from Site Allocations

7.0.14 To meet the housing requirement, this Local Plan identifies Site Allocations. This includes large sites with planning permission, and many undeveloped Local Plan 2015 allocations where they continue to be considered suitable and deliverable. It also includes new allocations introduced by this Local Plan. Column (e) sets out the total number of dwellings to be delivered on new site allocations by Settlement Hierarchy tier.

7.0.15 Columns (d) + (e) form the 'allocations' in this plan, and when combined amount to 9,770 dwellings.

Windfall allowance

7.0.16 Policy LP3 defines Development Envelopes for all settlements in the Settlement Hierarchy. In principle, the policy supports small-scale development within Development Envelopes. It is reasonable to assume that some windfall development will contribute to the housing requirement over the course of the plan period. The supply of windfall development is monitored annually in the Council's Five Year Land Supply Report. Column (f) includes an allowance of 850 dwellings within the plan period (50 dwellings per annum from 2019/20 onwards).

CLT allowance

7.0.17 The Council supports local groups who wish to undertake community-led development, usually through a 'Community Land Trust' (CLT) model. Policy LP5 particularly encourages community-led development, and as such it is reasonable to include an element of 'windfall' CLT development in the housing trajectory. Column (g) includes an allowance of 210 dwellings over the plan period is included (15 dwellings per annum from 2022 to 2036). This is a conservative estimate, and may well be exceeded.

Total housing growth 2016-36

7.0.18 Column (h) calculates total dwelling growth from 2016 to 2036 by Settlement Hierarchy tier. In total, 11,672 dwellings are estimated to be deliverable by 2036. This provides a dwelling surplus of 837 dwellings.

Total housing growth 2016-36 as a percentage of total housing requirement (%)

7.0.19 Column (i) expresses total housing growth as a percentage of the total housing requirement, by Settlement Hierarchy tier. The level of growth identified by the Local Plan exceeds the housing requirement, thereby providing a buffer equivalent to 7.7% of the total housing requirement.

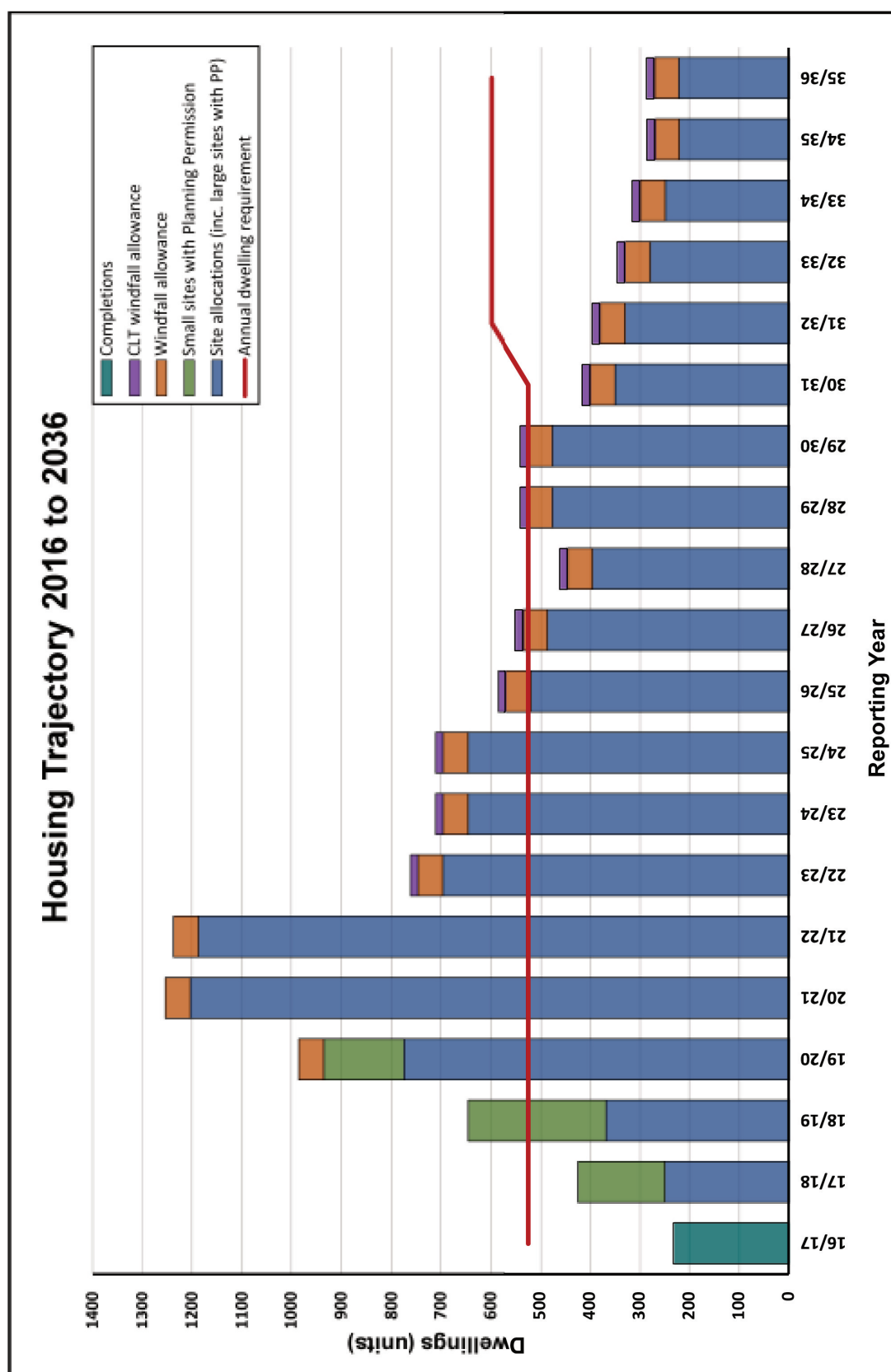
Policies for Places

	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
Settlement Hierarchy Tier	Housing Requirement 2016-36	Completions 2016/17	Commitment from small sites with planning permission	Commitment from large sites with planning permission	Remaining Commitment from Site Allocations	Windfall allowance	CLT allowance	Total housing growth 2016-36	Total growth 2016-36 as a percentage of total housing requirement (%)
Main Settlements		91	159	2,667	4,603			7,520	69.4%
Large Villages		96	194	284	1,391			1,965	18.1%
Medium Villages		34	93	54	761			942	8.7%
Small Villages		11	164	10	0			185	1.7%
<i>District (unspecified location)</i>	10,835					850	210	1,060	9.8%
Totals		232	610	3,015	6,755	850	210	11,672	107.7%

Housing Trajectory Chart

7.0.20 The housing trajectory projects the rate at which new dwellings will be delivered over the plan period. An estimate has been made as to when each individual site may reasonably be expected to be developed. The following chart shows the combined trajectory of all sites (by type) and indicates the annual housing requirement.

Policies for Places



7.1 Aldreth

7.1.1 Aldreth is a small rural village located two miles south-west of Haddenham. With the exception of the former church building now being used as a village centre, there are no substantive facilities within the village.

7.1.2 Policy Aldreth1 aims to preserve and enhance the village.

Aldreth1: Aldreth's Local Character and Facilities

Development proposals in Aldreth which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size.

7.1.3 For Aldreth, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Aldreth should contribute towards.

Aldreth2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Aldreth should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Maintenance and improvements to the Village Centre building;
- b. Improvements to the foot/cycle path between Aldreth and Haddenham.

7.1.4 There are no housing allocations in Aldreth. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

Policies for Places

7.2 Ashley

7.2.1 Ashley is a medium village about 4 miles east of Newmarket. Ashley has a good range of facilities, including a shop, church, village hall and public house. Ashley has a distinct historic core, containing a number of listed buildings, village green and pond.

7.2.2 Policy Ashley1 aims to preserve and enhance the special qualities of Ashley.

Ashley1: Ashley's Local Character and Facilities

Development proposals in Ashley which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building design, window sizes and materials used. The feel of the village created by the village green and its pond and the predominance of cottages within the centre of the village should be respected and maintained.

7.2.3 For Ashley, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Ashley should contribute towards.

Ashley2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Ashley should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improve road safety in Ashley by reducing speed of traffic through centre of village, Church Street and Mill Road and through highway improvements at junction of Church Street and Newmarket Road;
- b. Improve capacity or efficiency of main drains to avoid flooding in village and routes into village caused by overcapacity;
- c. More frequent, daily bus service to Newmarket and Bury St Edmunds;
- d. Provision of modern village hall with improved facilities to allow better use of recreation ground.

7.2.4 There are no housing allocations in Ashley. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village or in line with Policy LP32. A Local Green Space (LGS), as set out below, is identified in accordance with Policy LP29 on the Ashley Inset Policies Map. The LGS includes a pond and surrounding grassed area, forms a focal point of the village and is an important area of open space.

Ashley3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
ASH.LGS1	Wavier Pond, Church Street	0.1	n/a	See LP29

Policies for Places

7.3 Barway

7.3.1 Barway is a small rural village located 3 miles south of Ely and four miles north-west of Soham. The village is compact in shape, largely set around the village green, adjacent to the listed former church building. There are no significant community facilities within the village, though it is home to the head office of "G's", a major farming company and large employer, which exports goods across Europe.

7.3.2 Policy Barway1 aims to preserve and enhance the special qualities of Barway.

Barway1: Barway's Local Character

Development proposals in Barway should respect the local character of the village, such as building height and window size of the oldest buildings. The rural feel of the village created by building spacing and views to the open countryside between buildings should also be respected and maintained.

7.3.3 For Barway, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Barway should contribute towards.

Barway2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Barway should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to pedestrian/cycle routes including access to Public Rights of Way, maintenance and provision of rest areas;
- b. Traffic calming/highway improvements such as road widening, traffic light provision and local speed limit extension;
- c. Redevelopment of former Village Hall site to provide community woodlands with play area and seating.

7.3.4 There are no housing allocations in Barway. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.4 Black Horse Drove

7.4.1 Black Horse Drove is a small linear village north of Littleport. The majority of the built development is located along the north of the drove. The range of facilities within the village is limited, however, there is a community hall and playing field with some play equipment.

7.4.2 Policy Black Horse Drove1 aims to preserve and enhance the special qualities of Black Horse Drove.

Black Horse Drove1: Black Horse Drove's Local Character

Development proposals within Black Horse Drove which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village. The linear feel of the village should also be respected and maintained.

7.4.3 For Black Horse Drove, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Black Horse Drove should contribute towards.

Black Horse Drove2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Black Horse Drove should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. the scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- a. Improvements to pedestrian/cycle routes;
- b. Improvements to play area and field.

7.4.4 There are no housing allocations in Black Horse Drove. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

Policies for Places

7.5 Bottisham

7.5.1 Bottisham is a large village located between Cambridge and Newmarket surrounded by the Cambridge Green Belt. Bottisham has a good range of services including shop, post office, public house, GP Surgery and schools. Bottisham is an attractive village with a number of listed buildings located along High Street, several of which are within the conservation area.

7.5.2 Policy Bottisham1 aims to preserve and enhance the special qualities of Bottisham.

Bottisham1: Proposals in Bottisham

Development proposals in Bottisham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and materials. It will be important for development to reinforce the Green Belt boundary in order to protect the openness and rural character of the surrounding countryside.

7.5.3 For Bottisham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Bottisham should contribute towards.

Bottisham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Bottisham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Upgrade of sewage treatment facilities;
- b. Creation of new pedestrian/cycle route from Bell Road to High Street;
- c. Development of new public open space and children's play area (this could be incorporated on existing area of open space);
- d. Extension to Bottisham Primary School;
- e. Extension to Bottisham Village College;
- f. Introduction of noise reduction measures from A14;
- g. Introduction of traffic calming/speed reduction measures along Bell Road, Tunbridge Lane, Lode Road and High Street;
- h. Improvements to bus services and bus facilities;
- i. Creation of new cycleways, including to other towns and villages.

7.5.4 Two sites, one for housing and one for employment are carried forward from the Local Plan (2015). One Local Green Space site is proposed for the village, known as Ancient Meadows. This area is well used by local residents for various recreation activities. It is also considered as a peaceful, quiet space which enhances quality of life for the residents. This, along with all other allocations, are identified on the Bottisham Inset Policies Map.

Bottisham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
BOT.H1	Land east of Bell Road	2.1	50	See policy Bottisham4 below
BOT.E1	Extension to Tunbridge Lane Business Park	0.9	n/a	<ul style="list-style-type: none"> • Provide suitable landscaping along boundaries adjoining the Green Belt; • Retain and enhance the existing public right of way which adjoins the site
BOT.LGS1	Ancient Meadows	0.3	n/a	See Policy LP29

7.5.5 Of the above allocation sites, site BOT.H1 is of such a scale to warrant its own bespoke policy, Policy Bottisham4.

Bottisham4: Site BOT.H1 - East of Bell Road

The following special considerations/requirements apply to proposals for site BOT.H1:

- Be in general conformity with the Council approved 'Bell Road, Bottisham, Masterplan' (Oct 2014).
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and to provide an attractive extension to Bottisham. Areas requiring particular attention include those areas of development facing the Scheduled Ancient Monument (SAM) and those on the eastern side of the site with views of Holy Trinity Church.
- Be sensitive to the SAM and avoid impact on its value as a designation and its wider setting. As such, a buffer zone is required as indicated on the Inset Map. Appropriate uses for the buffer zone to the west of the monument could include suitable public open space or a nature conservation area. Proposals should also demonstrate an appropriate mechanism for the long-term management and maintenance of the monument and buffer area.
- Provide new allotments within the site or adjoining it to the south/south-west for the use of the local community, as part of the open space provision for the site to meet the identified need for the village. The allotment land should be accessible by car, foot and cycle and include the provision of a water supply and a parking area.
- Be accompanied by a Landscape Assessment and include measures to enhance the surrounding Green Belt and provide a well-defined and defensible boundary to the Green Belt on the southern and western boundaries of the site. The boundary treatment should also seek to reduce noise impact from the A14.

Policies for Places

- f. Exploit opportunities for new pedestrian and cycle links to the High Street and include measures to actively promote sustainable transport, including public transport, walking and cycling.
- g. Provide the main vehicular access from Bell Road, via a spur off the existing access that serves St. Peter's Field (subject to a Transport Assessment demonstrating the adequacy of the Bell Road/Newmarket Road junction).

7.6 Brinkley

7.6.1 Brinkley is a small village approximately 5 miles south of Newmarket. The village has a number of listed buildings, including Brinkley Hall which is also listed as a Historic Parkland. The older parts of the village are covered by a Conservation Area. Facilities within the village include a church, Memorial Hall, public house and play area.

7.6.2 Policy Brinkley1 aims to preserve and enhance the special qualities of Brinkley.

Brinkley1: Brinkley's Local Character and Facilities

Development proposals in Brinkley which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of Brinkley, taking design inspiration from the listed buildings within the older parts of the village.

7.6.3 For Brinkley, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items that are considered important and deliverable, which development in Brinkley should contribute towards.

Brinkley2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Brinkley should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- Improvements to pedestrian/cycle routes including creation of a roadside cycle route to Burrough Green;
- Improvements to community/village hall, possible improvements include new flooring, landscaping and repainting exterior;
- Exploring options for the provision of a community shop;
- Expansion of local schools to ensure adequate places.

7.6.4 There are no new housing allocations in Brinkley. Any new housing therefore is likely to be built on suitable 'infill' sites within the village. One site has been identified as a Local Green Space for Brinkley as set out below. Beechcroft Field is in the centre of the village, and comprises a children's playground and picnic area and is regularly used by families. It is an important and valued space.

Brinkley3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
BRI.LGS1	Beechcroft Field	0.8	n/a	See Policy LP29

Policies for Places

7.7 Burrough Green and Burrough End

7.7.1 Burrough Green is a medium village located 5 miles south-west of Newmarket. Burrough Green has a range of facilities, including school, public house, church and village hall. It is an attractive village centered around a large village green. There are a number of listed buildings, including several thatched cottages and an extensive conservation area. Under 1km to the west is Burrough End, a small collection of houses (including some recently built), with public footpath connections to Burrough Green.

7.7.2 Policy Burrough1 aims to preserve and enhance the special qualities of Burrough Green and Burrough End.

Burrough1: Burrough Green and Burrough End's Local Character and Facilities

Development proposals in Burrough Green and Burrough End which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size and distribution.

The protection of the village greens will be important in order to maintain the distinct character of the village.

7.7.3 For Burrough Green, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Burrough Green should contribute towards.

Burrough2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Burrough Green and Burrough End should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. New play areas, potential locations include village green, close to the school, near the public house;
- b. Improvements to pedestrian/cycle routes including link to Green Lane byway;
- c. Improvements to village hall;
- d. Improvements to broadband;
- e. Expansion of primary school to accommodate growth;
- f. Expansion and improvement of library services;
- g. Further strengthening of connections between Burrough Green and Burrough End.

7.7.4 In terms of allocations for Burrough Green and Burrough End, one site for development has been identified, as set out below and is identified on the Burrough Green and Burrough End Inset Policies Map.

Burrough3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
BRG.H1	Land off Brinkley Road, Burrough End	0.4	11	<ul style="list-style-type: none">Retain existing hedge on boundary of the site

Policies for Places

7.8 Burwell

7.8.1 Burwell is a large village located 4 miles north of Newmarket and 11 miles north-east of Cambridge. Burwell is the largest village in the district, and has a good range of services including, but not limited to, several shops, public houses, banks, primary school, library, doctors surgery and pharmacy. Burwell acts as a local service centre for surrounding smaller villages. Burwell is an attractive village with a large number of listed buildings, the majority of which lie within the two conservation areas. The Anglo-Saxon earthwork, Devils Dyke, passes close to the southern edge of the village.

7.8.2 Policy Burwell1 aims to preserve and enhance the special qualities of Burwell.

Burwell1: Burwell's Local Character and Facilities

Development proposals in Burwell which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Built development should respect the local character of the village, such as building height, materials and window style, size and arrangement.

All development to the south of the village will be carefully scrutinised to ensure that there is no adverse impact upon the Devils Dyke earthworks or the Burwell castle remains.

7.8.3 For Burwell, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Burwell should contribute towards.

Burwell2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Burwell should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Extension to Primary School to accommodate growth;
- b. Expansion of the library;
- c. Potentially a contribution towards Soham and/or Bottisham Village Colleges;
- d. Provision of safe foot/cycle path to and around Exning;
- e. Improved outdoor sports pitches and facilities, possibly through consolidation of such facilities on Newmarket Road allocation (BUR.H1);
- f. Improvements to riverside appearance and access – possible marina type development adjacent to Burwell Lode;
- g. Burwell Lode – provision of a dual purpose bridge for cyclists, walkers and equestrian users.

7.8.4 In terms of allocations for Burwell, a number of sites for development have been identified, as set out below and identified on the Burwell Inset Policies Map.

Burwell3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
BUR.H1	Land off Newmarket Road	25.0	350	<ul style="list-style-type: none"> In accordance with the principles established by consented (subject to S106) scheme 15/01175/OUM
BUR.PH1	Land at Stanford Park, Weirs Drove	4.7	91	<ul style="list-style-type: none"> Allocated only for park home/ permanent caravan style accommodation and any associated ancillary facilities.
BUR.M1	Former DS Site, Reach Road	3.1	67	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 14/00046/OUM. Note: Indicative dwelling figure is dwellings remaining as at 01 April 2017.
BUR.E1	Land at Reach Road	2.8	n/a	<ul style="list-style-type: none"> Consider and mitigate flood risk matters
BUR.LGS1	Pauline Swamp	1.5	n/a	See Policy LP29

Policies for Places

7.9 Chettisham

7.9.1 Chettisham is a small village to the north of Ely. There are limited facilities within the village, however, there is a church, garage and regular bus service to Ely and Littleport. Chettisham business park lies to the east of the village.

7.9.2 Policy Chettisham1 aims to protect and enhance the special qualities of Chettisham.

Chettisham1: Chettisham's Local Character and Facilities

Development proposals in Chettisham which contribute directly to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and window sizes, particularly having regard to the oldest dwellings.

7.9.3 For Chettisham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Chettisham should contribute towards.

Chettisham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Chettisham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- a. Provision of a children's play area;
- b. Additional footpaths and cycle routes, especially towards Ely;
- c. New community/village hall.

7.9.4 There are no housing allocations in Chettisham. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.10 Cheveley

7.10.1 Cheveley is a medium village 4 miles south-east of Newmarket and close to the villages of Ashley and Saxon Street. There is a distinct historic core to the village, with central area designated as a Conservation Area, which includes the 14th Century church. There are a number of listed buildings within Cheveley, including a good proportion of thatched cottages. Cheveley has a good range of local services, including school, village store, post office and recreation ground. There is also a regular bus service to Newmarket. There are a number of stud farms located in the vicinity of the village.

7.10.2 Policy Cheveley1 aims to preserve and enhance the special qualities of Cheveley.

Cheveley1: Cheveley's Local Character and Facilities

Development proposals in Cheveley which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and design, size of windows and materials used.

7.10.3 For Cheveley, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Cheveley should contribute towards.

Cheveley2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Cheveley should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of improved/increased education provision;
- b. Improvements to local bus service and facilities;
- c. Investigations into, and implement if appropriate, traffic calming in village centre.

7.10.4 Two sites are allocated in Cheveley village. Site CHV.H1 benefits from consent for 15 dwellings and is nearing completion, whilst CHV.H2 forms an extension to that site.

Cheveley3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
CHV.H1	Land between 199 and 209 High Street	0.9	15	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 13/01139/FUM

Policies for Places

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
CHV.H2	Brook Stud, High Street	1.4	10	<ul style="list-style-type: none"> • Access to site via CHV.H1; • Trees and hedgerow along the eastern boundary should be retained along with TPO on site; • The site must provide affordable housing in accordance with LP6, even if the number of dwellings is 10 or less, due to the obvious linkages with site CHV.H1.

7.11 Chippenham

7.11.1 Chippenham is a small village 4 miles north-east of Newmarket. There are a small number of services, including a church, village hall and public house. Residents have the opportunity to travel to nearby Fordham or Isleham for shop and primary school facilities. Chippenham has an extensive conservation area that includes a considerable number of listed buildings. To the south of the village is Chippenham Park an historic estate with vast grounds, and designated as a Registered Park and Garden. Chippenham Fen is to the south-west of the village, an SSSI, National Nature Reserve (NNR) and a European protected nature conservation site.

7.11.2 Policy Chippenham1 aims to preserve and enhance the special qualities of Chippenham.

Chippenham1: Chippenham's Local Character and Facilities

Development proposals in Chippenham which contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building styles and materials. The predominant frontage pattern of development of Chippenham's main streets should also be respected and maintained.

All development proposals will be carefully scrutinised to ensure that there is no adverse impact on either Chippenham Park or Chippenham Fen.

7.11.3 For Chippenham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Chippenham could contribute towards.

Chippenham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Chippenham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- a. Improvements to recreational facilities/open spaces, to include facilities for young people and families, such as picnic area and play facilities, in order to mitigate against any adverse increased recreational pressure on Chippenham Fen;
- b. Highways and traffic calming scheme, to include traffic calming of High Street;
- c. Improvements to pedestrian/cycle routes.

7.11.4 There are no housing allocations in Chippenham. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

Policies for Places

7.12 Coveney

7.12.1 Coveney is a small village 4 miles north-west of Ely. Facilities within the village include a village hall, two churches and a play area.

7.12.2 Coveney is an attractive linear village, with built development predominantly along the west side and open views towards Ely to the east.

7.12.3 Policy Coveney1 aims to preserve and enhance the special qualities of Coveney.

Coveney1: Coveney's Local Character and Facilities

Development proposals in Coveney which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Built development should respect the local character of the village, such as materials, key design features and window size.

The protection of views from the village's elevated position across the surrounding fenland will be important, to maintain the open 'isle' feel of the village.

7.12.4 For Coveney, a number of infrastructure items have been identified, either by the community themselves, or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Coveney should contribute towards.

Coveney2: Infrastructure and Community Facilities

To assist meeting, and in accordance with, the requirements set out in Policy LP16, development proposals in Coveney should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Traffic calming measures, in particular an extension to the 30mph speed limit;
- b. Improvements and/or extension to village hall;
- c. Improvements to roads, footpaths and signage, in particular West Fen Road;
- d. Improvements to broadband.

7.12.5 There are no housing allocations in Coveney. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.13 Dullingham

7.13.1 Dullingham is a medium village located 4 miles south of Newmarket and 14 miles east of Cambridge. Dullingham has a good range of facilities, including a primary school, two public houses, a community hall, sports field and children's play area. There is a railway station approximately a mile from the village centre and further facilities are available in neighbouring Stetchworth. Dullingham is an attractive village, centered around a large green. There are a number of listed buildings and an extensive conservation area. The grounds to Dullingham House are a registered Historic Park and Garden.

7.13.2 Policy Dullingham1 aims to preserve and enhance the special qualities of Dullingham.

Dullingham1: Dullingham's Local Character and Facilities

Development proposals in Dullingham which directly contribute to expanding or maintaining the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size.

The protection of open spaces and their setting, in particular the village greens, will be important in order to maintain the distinct character of the village.

7.13.3 For Dullingham, a number of infrastructure priorities have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Dullingham should contribute towards.

Dullingham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Dullingham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to the main sewer, which is currently running near to capacity;
- b. Improvements to pedestrian/cycling routes;
- c. Increasing safety for cyclists along B1061 to Newmarket, investigation into cycle link to Newmarket;
- d. Improvements to sports pavilion.

7.13.4 One site is allocated in Dullingham, as confirmed by the following policy. This site, together with any appropriate infill, will lead to a relatively limited quantity of growth in Dullingham. A future review of the Local Plan may look to provide additional growth, potentially taking advantage of (and improvements to) the railway station.

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Dullingham3: Allocation Sites

Ref	Site Address	Area	Indicative No. Dwellings	Site Specific Requirements
DUL.H1	Land at Kettlefields	0.6	15	<ul style="list-style-type: none"> Development will need to take account of the school playing field along north-eastern boundary. There should be no impact on the safe or operational use of the adjacent school; Where possible, trees and planting along boundaries should be preserved.

7.14 Ely

7.14.1 Ely is England's second smallest city with a population of around 20,000, and is famous for its magnificent Norman cathedral known locally as 'The Ship of the Fens'. The City is East Cambridgeshire's main centre, offering employment, education, leisure, retail and other services.

7.14.2 Ely is internationally-recognised for its special characteristics as a small, low-rise, historic city dominated by Ely Cathedral which towers above the built area. Elevated by its fen 'isle' location, Ely is highly visible from great distances with the Cathedral forming an iconic and imposing feature on the landscape. On the approach to Ely, the city appears surrounded by a 'green moat' made up of mature trees and other landscaping features, set within low-lying fen land which encircles the city. Ely has an attractive city centre, marina and riverside which make the city a popular tourist destination.

7.14.3 The city of Ely is a popular place to live, and benefits from high speed public transport to Cambridge, London and other destinations. This popularity has led to recent housing growth and generates significant additional pressure for future development. Such growth requires careful management to ensure Ely continues to retain its special and distinct historic character, whilst embracing the benefits which growth can bring.

7.14.4 Ely is naturally constrained by floodplain. The A10 road also forms a strong 'boundary' to the west, and important landscape areas limit growth in the south and east. These constraints have led previous Local Plans to look north of Ely for locations of growth. The Local Plan of April 2015 identified a large scale allocation known as North Ely. Most of the North Ely allocation now has planning consent, and is carried forward in this Local Plan. The *Ely North Joint Strategic Masterplan* (2010) and *North Ely Supplementary Planning Document* (2014) provide a framework for the development of the site, which will include approximately 3,000 dwellings, a range of local services and facilities including employment areas, schools, and extensive green space, including a new Country Park. The development will create a new northern boundary to Ely and include a landscaped buffer to protect the village identity of nearby Chettisham.

7.14.5 Elsewhere, the focus for growth in the previous Local Plan was on urban regeneration, such as in and around the city centre and the station gateway. Such sites are broadly carried forward in this Local Plan, and a further regeneration opportunity is identified at the Princess of Wales Hospital to facilitate the development of new healthcare facilities as well as housing.

7.14.6 Recently, Ely has benefited from the provision of new infrastructure and facilities including the new Isle of Ely Primary School which opened in 2016, and the Ely Leisure Village which currently hosts a cinema, restaurants and other leisure facilities. The new Ely Leisure Centre is under construction and is scheduled to open in 2018. Work has commenced on the Ely Southern Bypass which, following its completion in 2018, will reduce traffic and congestion in Ely thereby improving the town centre and the station gateway area. In addition, proposals are progressing for a retail-led mixed-use scheme at Octagon Business Park, Angel Drove.

7.14.7 The following policy sets out a spatial strategy for the development of Ely over the plan period.

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Ely1: Spatial Strategy for Ely

Development proposals should comply and respond positively to the following spatial strategy for Ely:

- a. Retain and enhance the special characteristics of Ely as a historic Cathedral City, especially its setting within the landscape, its key approaches and gateways, and the visual dominance of Ely Cathedral.

To assist development proposals complying with the requirements of policies *LP27: Conserving and Enhancing Heritage Assets*; and *LP28: Landscape, Treescape and Built Environment Character, including Cathedral Views*, the diagram *Ely: Indicative Landscape Character Zones and Quintessential Views* illustrates:

- The different landscape zones which contribute to Ely's special character and form its unique setting in the landscape (Ely Isle, Transitional Isle, and Fen Land); and
- The areas which generally offer "Quintessential Views" of Ely Cathedral. These areas correspond with main routes, and offer the most impressive views of Ely Cathedral to the greatest number of people.

For proposals in the vicinity of Ely, policies LP27 and LP28 will be applied in the context of the Landscape Character Zones, Areas of Quintessential Views and City Approaches and Gateways, as indicated on the diagram and described in the table (below).

Proposals which erode Ely's characteristic 'isle' landscape and setting, create an indistinguishable blurring of the city's edge, detract from the visual dominance of Ely Cathedral or harm key views from the surrounding landscape, will not be supported.

- b. Delivery of:

- High quality housing-led growth through the development of the North Ely site;
- Exemplary regeneration of urban brownfield sites, such as land in proximity of Ely Rail Station (the 'Station Gateway'), the Princess of Wales Hospital and other locations within the city centre; and
- Leisure and retail facilities within the City Centre and at other locations, as set out in this Local Plan.

Development will be located at sites identified for development in Policy ELY3, and at other suitable locations within Ely's Development Envelope.

- c. Delivery of infrastructure required to meet the needs of a growing city, and to provide necessary links between the City and nearby settlements.

Policy Ely2 provides a schedule of infrastructure requirements for Ely, which will be delivered in accordance with policy LP16.

7.14.8 Maintaining the landscape setting and Cathedral views is vitally important in conserving Ely's unique character. The diagram, titled *Ely: Indicative Landscape Character Zones and Quintessential Views* (overleaf) supports policy ELY1 (part (a)) through illustrating the broad topography of the Ely area which forms its 'isle' landscape, and identifies areas which offer quintessential views of Ely Cathedral.

7.14.9 The highest areas of the Ely isle, typically 20m+ above sea level, provide an elevated platform for the city, at the centre of which stands Ely Cathedral. The wider isle area, generally 10m above

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sea level, at its extent marks the transition between the isle and surrounding low lying fen farmland, which typically ranges from 5m below to 5m above sea level.

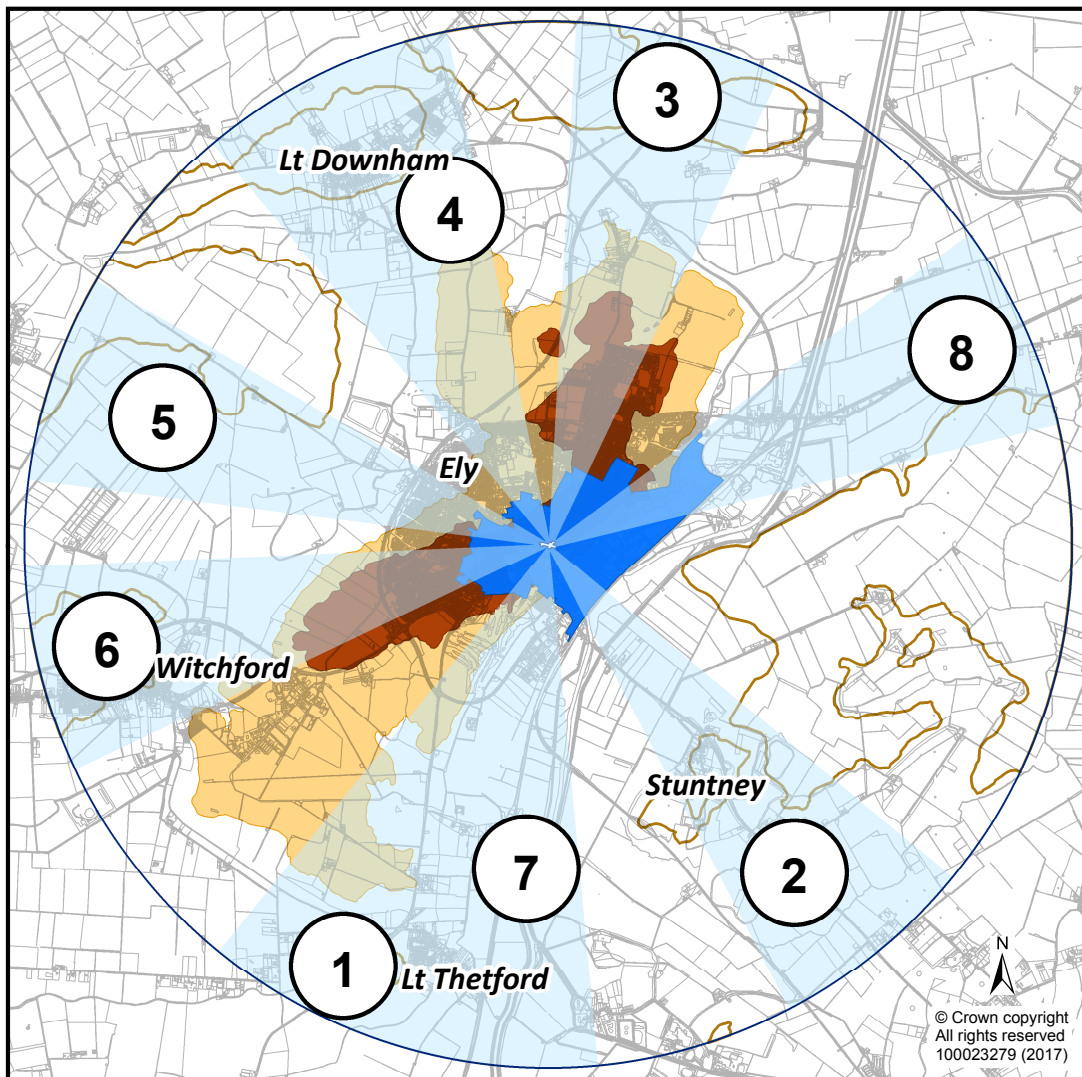
7.14.10 A number of routes extend radially from Ely. Such routes generally offer impressive views of Ely Cathedral to the great number of people who travel along them, and are therefore particularly sensitive. The table (below) describes the key views of Ely Cathedral which are enjoyed along the main routes within the Area of Quintessential Views, as indicated by a numerical reference on the diagram.

7.14.11 It should be noted that features indicated on the diagram are intended to be illustrative only. Proposals should consider carefully their individual setting within the landscape and impact on cathedral views and other assets in accordance with policies LP27 and LP28, and for proposals within the Conservation Area, the Ely Conservation Area SPD (2009).

Diagram Ref	Key characteristics of Cathedral views, city approaches and gateways
1	<p><u>From Stretham & Little Thetford along A10:-</u> Impressive long distance views of Cathedral rising high above a wooded fringe, with limited views of development in the city.</p> <p>On approach to the city, a southern gateway is formed by modern housing development at Cambridge Road. Travelling eastwards along the A142, Angel Drove business park marks the entrance to the city. The A10/Witchford Road roundabout provides a significant entrance to the city for those travelling north-west along the A10.</p>
2	<p><u>From Stuntney and A142:-</u> Impressive views of Cathedral, where scale of monument and location on a distinctive island surrounded by city, is most apparent.</p> <p>The rail line forms a boundary to the city, with the low bridge and level crossing providing a distinct gateway.</p>
3	<p><u>South of Littleport and A10 approach:-</u> The Cathedral is seen at some distance as towers rising above brow of hill, with agricultural land in the foreground and recent housing development in middle distance.</p> <p>Travelling south along the A10, the Downham Road roundabout provides a clear gateway to the city. The Ely Leisure Village forms a significant landmark, and modern housing development to the south is visible. Travelling south along Lynn Road from Chettisham, the route is flanked by the North Ely development site.</p>
4	<p><u>From Little Downham:-</u> Distinctive views with Cathedral seen as highest point in town, often in silhouette over town and fen farmland.</p> <p>Ely Leisure Village and sports hub provides a significant landmark and gateway to the city.</p>
5	<p><u>West Fen Road:-</u> Distinctive views with Cathedral seen as highest point in town, often in silhouette over town and fen farmland.</p> <p>The A10 provides a strong physical boundary between the city and countryside edge.</p>

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Diagram Ref	Key characteristics of Cathedral views, city approaches and gateways
6	<p><u>Witchford and A142:-</u> The Cathedral is seen as a significant landmark from a considerable distance. Cathedral towers are dominant and impressive and the isle's ridgeline provides foreground to the view.</p> <p>The A10/A142 roundabout, with adjoining service station and retail, marks the entrance to the city.</p>
7	<p><u>River and Marina:-</u> Attractive, distinctive views of Cathedral due to angle of view, vegetation in Cathedral Park and visual and physical connection to river.</p> <p>The marina provides an attractive focal point with a mix of land uses, including leisure, recreation and cultural facilities. The public right of way along the river and Ely Country Park provide a soft, attractive juncture between city and countryside.</p>
8	<p><u>Rail approach from north/north-east:-</u> The cathedral is visible from great distances when travelling by rail. On approach to the city, the low angle accentuates the scale and dominance of Cathedral to provide a dramatic view. Vegetation and wetland provide an attractive green fringe.</p> <p>The river and marina provide an attractive entrance to the city, and the historic rail station provides the gateway for visitors and commuters.</p>



Ely: Indicative Landscape Character Zones and Quintessential Views

- Ely Cathedral
- Area of Quintessential Views
- Ely Conservation Area
- Ely Isle 20m AOD
- Transitional Isle 10m AOD
- Fen Land
- Other elevated topography 0-10m AOD

7.14.12 To meet the needs of growth across Ely, a number of infrastructure items are required. The following policy captures those infrastructure items which are considered important, necessary and deliverable, and which development in Ely should contribute towards.

Ely2: Infrastructure and Community Facilities

In addition to specific infrastructure items as listed in site-specific policies, and in accordance with the requirements set out in Policy LP16, development proposals in Ely should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct

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provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to the A142/ A10 to increase capacity and reduce congestion;
- b. Widespread improvements to the cycle network, including connections to nearby settlements;
- c. Additional education provision;
- d. Enhanced health facilities, including at the Princess of Wales Hospital;
- e. Upgrade to sewage treatment facilities;
- f. Green Infrastructure, in accordance with objectives set out in the Cambridgeshire Green Infrastructure Strategy.

Development Allocations

7.14.13 The following policy sets out the allocations for development in Ely, which are predominantly made up of allocations carried forward from the Local Plan 2015.

Ely3: Allocation Sites

Ref	Address	Area (ha)	Indicative No. Dwellings	Site Specific Requirements
ELY.H1	Land off Lynn Road	0.7	19	<ul style="list-style-type: none"> To be developed in accordance with the principles established by consented scheme 16/00621/OUM
ELY.H2	Land at Barton Road Car Park	0.2	11	<ul style="list-style-type: none"> To be developed in accordance with the principles established by consented scheme 15/01417/F3M
ELY.H3	Former Depot, Lisle Lane	0.7	58	<ul style="list-style-type: none"> To be developed in accordance with the principles established by consented scheme 15/00538/FUM
ELY.M1	North Ely	215.8	3,000	<ul style="list-style-type: none"> To be developed in accordance with the principles established by consented schemes (refs: 11/01077/ESO and 13/00785/ESO) and the North Ely SPD (Feb 2014)
ELY.M2	The Grange, Nutholt Lane	0.6	10 - 50	<ul style="list-style-type: none"> Retail-led (4,200sqm max) scheme, with residential and/or office as complimentary uses; Respond to the sensitive historic local environment, reflecting its location within the Conservation Area; Be well integrated into the city centre framework, delivering a high quality public realm and including links from Market Street to Nutholt Lane.
ELY.M3	Paradise Area, off Nutholt Lane	1.0	50 - 65	<ul style="list-style-type: none"> To be developed as a residential led scheme with potential for other uses such as offices, leisure or small scale retail;

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Ref	Address	Area (ha)	Indicative No. Dwellings	Site Specific Requirements
				<ul style="list-style-type: none"> Continued provision of public car parking; No loss of, or impact on the usability of, the Paradise Playing Fields.
ELY.M4	Station Gateway	11.4	100 - 200	<ul style="list-style-type: none"> See Policy ELY4
ELY.M5	Octagon Business Park, Angel Drove	13.1	N/A	<ul style="list-style-type: none"> See Policy ELY5
ELY.M6	Princess of Wales Hospital	4.0	77	<ul style="list-style-type: none"> See Policy ELY6
ELY.E1	Ely Road and Rail Distribution Centre, Queen Adelaide Way	11.2	N/A	<ul style="list-style-type: none"> B1/B2/B8 uses only; There should be no adverse impact on the adjacent SSSI, County Wildlife Site and Ely Country Park. Proposals should include appropriate landscaping treatment and other necessary mitigation measures including significant ecological buffering and enhancement to support and improve the resilience of the designated sites; The operations of the Rail and Road Centre must not be prejudiced; Enhance public rights of way which run alongside the site; Ensure building heights do not detract from any public views of the cathedral or the setting of the city.
ELY.E2 (a-c)	Lancaster Way Business Park	82.1	N/A	<ul style="list-style-type: none"> See Policy ELY7 and Policy LP8.
ELY.L1	Downham Road sports and leisure hub	6.1	N/A	<ul style="list-style-type: none"> To be developed in accordance with the principles established by consented scheme, ref 14/01353/FUM

Station Gateway

7.14.14 For the many thousands of visitors who arrive by rail, the Station Gateway forms the 'entrance' to the City of Ely. The area is currently a congested intersection between road and rail which is particularly uninviting for pedestrians and cyclists, as HCVs frequently queue to cross the busy rail line. The area offers a mix of uses with a range of large employment and retail units, including a major supermarket with surface parking, an engineering firm, car showrooms and garages. The public realm is poor quality, creating a weak 'first impression' of Ely and adversely affecting this important connection between the station and attractive city centre.

7.14.15 The Ely Southern Bypass is currently under construction. Once completed, this new route is expected to dramatically reduce congestion in the Station Gateway. This provides a real opportunity to redevelop the area, transforming it into a vibrant and attractive gateway. Regeneration should provide a high-quality public realm and local environment, both as a place to live and work, and to invite more visitors to the City Centre and riverside. Improved links and facilities for pedestrians and cyclists should encourage more people to travel sustainably.

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Ely4: Site ELY.M4 - Station Gateway

The following special considerations and requirements apply to proposals for site ELY.M4:

- a. Delivery of a mixed-use scheme, comprising dwellings, retail and employment, possibly with the following broad mix:
 - Around 100-200 homes (though more welcomed, in principle, if an appropriate design solution can be achieved);
 - Employment uses (B1 and B2);
 - Improved railway station and forecourt;
 - Small scale retail to complement other uses in the area without undermining the vitality of the city centre;
 - Potential for the inclusion of leisure facilities, such as a hotel.
- b. Create a high quality public realm, which includes attractive and legible pedestrian and cycle routes towards the river, cathedral and city centre, and offers key views of landmarks and features;
- c. Have particular regard to the sensitive historic environment and proximity to the Conservation Area. Buildings should not be of a height or style to affect the visual dominance of Ely Cathedral or landscape setting of Ely;
- d. Pay particular regard to the adjacent County Wildlife Site, and ensure no adverse impact upon it, and ideally enhancement to it with improved public access;
- e. Address as appropriate any flood related issues, as well as any relevant objectives set out in the Anglian River Basin Management Plan.

Octagon Business Park

7.14.16 The Octagon Business Park is located to the South of Ely between the A142 and the rail line. The following policy applies to site allocation ELY.M5, Octagon Business Park.

Ely5: Site ELY.M5 - Octagon Business Park

The following special considerations and requirements apply to proposals for site ELY.M5:

- a. To be developed as a retail-led scheme with some employment provision, and potentially additional facilities such as a hotel and pub.
- b. Proposals must demonstrate through a Retail Impact Assessment that there will be no significant adverse impact on:
 - Existing, committed and planned public and private investment in Ely City Centre or wider catchment; and
 - The vitality and viability, including local consumer choice and trade, of Ely's City Centre and wider area. The impact should be assessed up to ten years from the time an application is made.
- c. Proposals must ensure no adverse impact on the drainage scheme for Ely Southern Bypass.
- d. A vehicular/pedestrian/cycle link to the Cambridgeshire Business Park should be incorporated and appropriate provision should be made for buses and taxis.

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- e. Development should provide an attractive setting for this entrance to Ely, including the creation of a strong frontage along Angel Drove and consideration of the relationship of development to the Cambridgeshire Business Park.
- f. Substantial landscaping should be provided, preferably delivered in a coordinated manner with the Ely Southern Bypass, to reinforce the fen character of the site and minimise visual impact of any built development and car parking areas.
- g. Car parking designed in a way to minimise the risk of anti-social behaviour in such areas.

Princess of Wales Hospital

7.14.17 The site was constructed as an RAF facility in the 1940s and is now in need of redevelopment to ensure the hospital continues to meet the needs of residents.

Ely6: Site ELY.M6 - Princess of Wales Hospital

The following special considerations and requirements apply to proposals for site ELY.M6:

- a. Delivery of a mixed-use scheme to enable the consolidation of health services, comprising:
 - A new healthcare facility providing a comparable or greater level of health service provision than currently offered by the site;
 - Residential development, likely to be in the region of 77 new homes;
 - Provision of a care facility, such as a residential care home;
 - Small-scale ancillary uses, where this is complementary to other uses on-site and does not undermine the vitality of the city centre.
- b. Provide clear, legible pedestrian and cycle routes to the city centre and adjacent residential development;
- c. Create visual interest and a sense of place through building heights, types, massing and providing local landmarks;
- d. The site design should integrate and enhance the existing, but under-utilised, public open space at Williams Close which adjoins the site's southern boundary. Provision of open space, sports and recreation (as required by policy LP21) should be directed toward the Williams Close open space.

Lancaster Way Business Park

7.14.18 The Lancaster Way Business Park is located south-west of, but predominantly in the Parish of, Ely and is in close proximity to the large village of Witchford. Lancaster Way Business Park is the district's major strategic employment area. A large part of the site has been designated Enterprise Zone status, highlighting the national significance of the business park. Lancaster Way Business Park will continue to provide an attractive location for jobs growth for many years to come.

7.14.19 The site allocation is divided into three parcels, reflecting their different status. The parcels include the existing business park, the Enterprise Zone and undeveloped land south of Lancaster Way.

7.14.20 A fourth parcel of land, with an area of approximately 24.3ha located south of the Enterprise Zone (ELY.E2(b)), offers a potentially suitable location for future employment development. Detailed proposals for this broad area of future growth will likely be determined in the next review of the Local Plan. Development of the site would likely need to be supported by major highway improvement,

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and have particular regard to its impact on the landscape and Cathedral views enjoyed from the Public Right of Way which runs adjacent to the site.

7.14.21 The following policy applies to site allocation ELY.E2(a-c), the Lancaster Way Business Park.

Ely7: Site ELY.E2 - Lancaster Way Business Park

Lancaster Way Business Park will continue as the district's major location for jobs growth, and will be developed in phases over the course of the plan period. The following special considerations and requirements will apply to development proposals at Lancaster Way Business Park:

- a. Lancaster Way Business Park will be developed for B1, B2 and B8 land uses. Ancillary uses will be supported only where it can be demonstrated that such facilities enhance the sustainability of the business park, and do not undermine its employment offer;
- b. The Lancaster Way Business Park comprises the following parcels, as indicated on the Policies Map:
 - Ely.E2(a) Lancaster Way Business Park – the extent of the existing, predominantly developed area of the business park (29.9 ha);
 - ELY.E2(b) Enterprise Zone – the area designated by government as a national enterprise zone (38.8ha); and
 - ELY.E2(c) Land south of Lancaster Way – agricultural land available for development of business park extension (11.0 ha).
- c. Development of the Lancaster Way Business Park will be supported by appropriate investment in transport infrastructure. In the short term this should include increases to the capacity, as deemed necessary and appropriate, of the A142 and A10, especially in the form of increased capacity on roundabouts in the vicinity of the Witchford Road A142 / A10 roundabout. In the medium to long term, proposals should consider whether a new vehicular access direct on to the A10 would provide an appropriate, deliverable and cost effective transport solution;
- d. Lancaster Way Business Park benefits from existing pedestrian, cycle and public transport access. As the site is developed, further opportunities to enhance pedestrian and cycle connectivity should be delivered, for example via the Public Right of Way which adjoins the south and west of the site from Witchford Village;
- e. To limit the visual impact of development on the open countryside, a significant landscape buffer should be established at the site boundaries;
- f. Development in proximity of the existing waste facility (located in parcel ELY.E2(a)) must not prejudice the facility's operations.

7.15 Fordham

7.15.1 Fordham is a large village, located 4 miles north of Newmarket and 1 mile south of Soham. Fordham has a good range of services, including several shops, post office, hairdressers, public houses, school, village hall and good recreational area. Fordham is an attractive village. There are a number of listed buildings, the majority of which are within the conservation area that extends along Church Street and Mill Lane. The River Snail passes through the centre of the village, providing an important green area, whilst Brackland Rough, a damp valley woodland, is a designated SSSI. Nearby is Chippenham Fen, and SSSI, NNR, and European protected nature conservation site.

7.15.2 Policy Fordham1 aims to preserve and enhance the special qualities of Fordham.

Fordham1: Fordham's Local Character and Facilities

Development proposals in Fordham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and predominant architectural styles. The open feel of the village resulting from the presence of the open area along the River Snail should be respected and maintained.

All development proposals will be carefully scrutinised to ensure that there is no adverse impact on Brackland Rough SSSI and Chippenham Fen.

7.15.3 For Fordham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Fordham should contribute towards.

Fordham2: Infrastructure and Community Facilities:

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Fordham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- a. Increased provision of Early Years Education;
- b. Improvements to pedestrian/cycling routes in particular the exploration of separating cycle paths and footpaths along Mildenhall Road. Explore provision of cycle path to Isleham, Burwell and Newmarket;
- c. Improvements to sports ground/open space, including new sports pavilion/centre and new play area equipment;
- d. Provision of additional seating around village;
- e. Traffic calming/highway improvements including reduction of speed limits on Mildenhall Road; consideration of safety improvements at Church Street/ Mildenhall Road/ Collins Hill/ Isleham Road crossroads;
- f. Installation of street lighting on Isleham Road;
- g. Road safety improvements, especially at key junctions in the village;
- h. Provision of natural greenspace;
- i. Management measures to avoid significant adverse impact (due to increased recreational pressure) on the Brackland Rough SSSI.

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7.15.4 In terms of allocations for Fordham, seven sites for development, including a cluster of employment sites, have been identified, as set out below and as identified in the Fordham Inset Policies Map. In two instances the indicative dwellings are listed as maximum. This reflects the need to control the overall quantum of growth in the village.

Fordham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
FRD.H1	Land south of Mildenhall Road, East of Collin's Hill	1.8	20	<ul style="list-style-type: none"> Contribution to highway/ pedestrian safety improvements; Pedestrian access onto Collin's Hill; Innovate new public open space on undulating land on western half of site; The need to conserve and, where opportunities arise, enhance the adjacent conservation area and listed buildings and their settings, including the Grade I listed St. Peter's Church.
FRD.H2	Land north-east of Rules Garden	0.7	15	<ul style="list-style-type: none"> Vehicular access via Rules Gardens; If possible, pedestrian/ cycle access to Carter Street.
FRD.H3	Land off Station Road	1.3	27	In accordance with the principles established by consented scheme 16/01551/OUM
FRD.H4	Land off Steward's Field	0.5	12	<ul style="list-style-type: none"> Predominantly single (or 1.5) storey dwellings; Low rise residential care also acceptable, by way of alternative.
FRD.M1	Scotsdale Garden Centre, Market Street	13.2	150*	See Policy Fordham4 *Maximum, not indicative
FRD.M2	Land north of Mildenhall Road	6.9	79*	See Policy Fordham5 *Maximum, not indicative
FRD.E1 (a) - (g)	Employment Cluster, South of Fordham	83.2	N/A	See Policy Fordham6

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7.15.5 Of the above preferred allocation sites, sites FRD.M1, FRD.M2 and FRD.E1(a)-(g) are of such a scale to warrant their own bespoke policies, Policies Fordham4, Fordham5 and Fordham6 respectively.

7.15.6 The first policy applies to the Scotsdale Garden centre, a popular and well used facility, but with capacity for rationalising and regeneration.

Fordham4: Site FRD.M1 - Scotsdale Garden Centre, Market Street

The following special considerations/requirements apply to proposals for site FRD.M1:

- a. A concept plan will need to be prepared and submitted as part of a planning application, for approval by the Council;
- b. The site should be housing led (maximum 150 dwellings), but also incorporate an element of employment provision (not necessarily B class);
- c. Retention of the present main retail and cafe unit (or redevelopment of such units for similar uses on a similar footprint), and retention of an element of the garden centre, together with appropriate parking, will be supported;
- d. Access should be determined by the concept plan. A separate access to service a retained retail / cafe unit, would be supported;
- e. Provision of a pedestrian / cycle access point on to Market Street, together with a Toucan crossing point across Market Street at the point where this pedestrian / cycle access point meets Market Street;
- f. Potentially contributions towards off-site footpath/cyclepath improvements, in order to improve (and thereby increase the use of) such paths from the site to key facilities in the village (school, recreational areas, shops, etc);
- g. Provision of wider community facilities, such as open space and recreational facilities, which should be informed by discussion with the parish council (with evidence of how proposals have been informed by such discussion) included with the concept plan or planning application. The extent of the open space and recreational facilities should ensure that no significant adverse effect (due to recreational pressure) arises on the Brackland Rough SSSI or on any other designated site;
- h. Provision of a significant landscaping buffer along the northern and western boundaries, so as to frame the development from the open countryside.

7.15.7 The following policy applies to land to the east of Fordham, in a large gap along Mildenhall Road.

Fordham5: Site FRD.M2 - Land North of Mildenhall Road

The following special considerations/requirements apply to proposals for site FRD.M1:

- a. Residential development of no more than 79 dwellings;
- b. Provision of an open space / recreational community facility to the rear of the residential development (on land which remains outside the development envelope). The precise provision of open space / recreational community facilities, and the on-going adoption and maintenance of such facilities, will be subject to negotiation, and should involve discussions with the parish council. The extent of the open space and recreational facilities should

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ensure that no significant adverse effect (due to recreational pressure) arises on the Brackland Rough SSSI or on any other designated site;

- c. The design of the residential development should be high quality, comprising a mix of designs, and be designed so as to assist in visually 'linking' the existing residential development to the east with the main core of the village to the west.

7.15.8 The following policy applies to a large cluster of employment sites, well separated from the village of Fordham, consisting of the following land parcels:

- FRD.E1(a) *Land north of Turners*: Undeveloped site, approx. 8.2ha;
- FRD.E1(b) *Turners Soham Ltd*: Developed site, approx. 15.4ha;
- FRD.E1(c) *Land south of Landwade Road*: Developed site, approx. 14.6ha;
- FRD.E1(d) *Horse Racing Forensics Lab*: Partly developed site, approx. 12.4ha;
- FRD.E1(e) *Land north of Snailwell Rd*: Undeveloped site, approx. 5.5ha;
- FRD.E1(f) *Land south of Snailwell Rd*: Undeveloped site, approx. 7.1ha;
- FRD.E1(g) *Land at Lynx Business Park*: Developed site, approx. 20.0ha.

Fordham6: Site FRD.E1(a)-(g) - Employment Cluster, South of Fordham

The following special considerations/ requirements apply to proposals for sites FRD.E1(a) to FRD.E1(g). Each site:

- a. is allocated for B1/B2/B8 uses, except FRD.E1(d) which is for B1/B2 only;
- b. will need to prepare a Concept Plan, submitted as part of a planning application, and approved by the Council. The Concept Plan should address (amongst other matters) at a strategic level:
 - Access arrangements;
 - Broad locations for on-site uses;
 - Key landscape features (new and retained);
 - Consideration of adjacent employment land (existing or future development on such land) including matters such as access, footpaths, cycleways and strategic landscaping;
 - New and improved footpath and cycle paths, including, potentially, contribution towards off site connections and upgrades;
 - Where any new bus lay-bys and stops will be located.
- c. must include, or contribute towards, new bus lay-bys and bus stops on Newmarket Road;
- d. must pay particular regard to, and provide evidence of, the archaeological potential and significance of the site;
- e. must ensure the landscape character, heritage and biodiversity value of the valley of the River Snail is protected, and, where opportunities arise enhanced;
- f. consider the potential of providing a small lorry park, with appropriate facilities for drivers;
- g. for FRD.E1(d) and FRD.E1(e), undertake project level Habitats Regulations Assessment screening for approval by the Council. Where this identifies a likely significant effect on Chippenham Fen (or any other European protected site), applicants will be required to submit sufficient information for a project level Appropriate Assessment to be undertaken by the District Council under the Habitats Regulation Assessment process, to ensure there will be no adverse effect on such European sites.

7.16 Haddenham

7.16.1 Haddenham is a large village located 7 miles south-west of Ely. The village occupies a dramatic ridge, with views north and south to the surrounding fenland. Within the village there are two Conservation Areas and a large number of listed buildings.

7.16.2 Haddenham offers a range of local services including several shops, a post office, library, primary school GP surgery, public houses, churches and public open spaces. There is also a regular bus service to Ely.

7.16.3 Policy Haddenham1 aims to preserve and enhance the special qualities of Haddenham.

Haddenham1: Haddenham's Local Character and Facilities

Development proposals in Haddenham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, giving particular consideration to the existing built form and use of materials.

The protection of views north and south from the villages 'ridge' position is of particular importance to maintain the character of Haddenham's 'isle' setting.

7.16.4 For Haddenham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Haddenham should contribute towards.

Haddenham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Haddenham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of highway improvements, traffic management, calming and safety measures at the following locations:
 - Within Haddenham village, particularly at the junction of the High Street and Hop Row (A1123);
 - At the A1123 between Haddenham and Wilburton; and
 - At Witcham Toll junction.
- b. Improvements to pedestrian/cycle routes, including:
 - Installation of a pedestrian crossing near Haddenham's crossroads;
 - Provision of a new Northstowe – Haddenham – Stretham – Ely route; and
 - Provision of a Haddenham - Witcham Toll cycle route
- c. Improved public transport links.

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- d. Improvements to the community facilities, including Arkenstall Centre, Recreation Centre and Sports and Social Centre.
- e. Primary school expansion to accommodate likely increase in demand for places.

7.16.5 In Haddenham, four sites for development are identified. The following policies set out the requirements for the development sites

Haddenham3: Allocation sites

Ref	Address	Area (ha)	Indicative No. Dwellings	Site-specific requirements
HAD.H1	Land off West End	3.2	54	See Policy Haddenham4
HAD.H2	Land at New Road	0.8	24	<ul style="list-style-type: none"> Proposals should provide a minimum of 0.16ha of public open space; Respond appropriately to the historic built environment, reflecting the sites proximity to the Conservation Area. Provide landscaping to minimise visual impact.
HAD.H3	Land east of Chewells Lane	1.6	40	<ul style="list-style-type: none"> Respond appropriately to the historic built environment, reflecting the sites proximity to the Conservation Area.
HAD.E1	Land at Haddenham Business Park, Station Rd	0.8	N/A	<ul style="list-style-type: none"> To be developed for B1/B2/B8 uses only; Special consideration of landscaping and building height and scale should minimise visual impact.

7.16.6 Due to the local aspiration for community-led development, site HAD.H1 *Land off West End* warrants its own bespoke policy.

Haddenham4: Site HAD.H1 - Land off West End

The following special considerations and requirements will apply to development proposals for site HAD.H1:

- a. Development of a residential scheme, providing approximately 54 dwellings;
- b. The development should be delivered through a Community Led Development scheme (in accordance with Policy LP5), thereby reflecting the aspirations of the local community;
- c. Provide on-site and off-site highway improvements to enable safe and sustainable access for vehicles, pedestrians and cyclists;
- d. Mitigate visual impact on the countryside through provision of a landscape buffer at the western and northern boundary

7.17 Isleham

7.17.1 Isleham is a large village located 9 miles south-east of Ely and 6 miles north-east of Newmarket. Isleham has a good range of services, including shops, post office, public houses, churches, primary school, village hall and large recreation ground, but relatively poor highway and public transport infrastructure. Isleham is an attractive village with a large number of listed buildings, including the Benedictine priory and priory church. There is a conservation area centred on the historic core of the village.

7.17.2 Policy Isleham1 aims to preserve and enhance the special qualities of Isleham.

Isleham1: Isleham's Local Character and Facilities

Development proposals in Isleham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as its buildings of clunch and pebble, building height and other materials.

7.17.3 For Isleham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Isleham should contribute towards.

Isleham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Isleham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- a. Improvements to play areas and open space, especially increased formal sports pitches;
- b. Continued improvements to community/village hall, and surrounding public facilities;
- c. Improvements to improve flow of traffic to Soham, especially at Soham end of the route;
- d. Potential upgrade to waste water treatment works;
- e. Foot/cycleway improvements, especially to Fordham and to the marina/wash.

7.17.4 In terms of allocations for Isleham, five sites for development have been allocated, as set out below and as identified on the Isleham Inset Policies Map.

Isleham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
ISL.H1	Land south and west of Lady Frances Court	1.6	40	<ul style="list-style-type: none"> Ensure no adverse effect on groundwater (with part of the site)

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Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
				<p>falling within Inner Zone 1 Groundwater Source Protection Zone);</p> <ul style="list-style-type: none"> Provision of on-site open space, to complement, not duplicate, provision on the nearby recreational area, and of a scale sufficient to ensure no significant adverse effect on designated national and international sites. Such complimentary provision might be best delivered via accessible woodland or orchard provision.
ISL.H2	Land at 5a Fordham Road	0.6	10	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 17/00510/FUM.
ISL.H3	Land west of Hall Barn Road	1.0	14	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 16/00055/OUM.
ISL.H4	Land off Fordham Road	8.3	125	See Policy Isleham4
ISL.E1	Land adjacent to Hall Barn Road Industrial Estate	0.8	N/A	<ul style="list-style-type: none"> B1, B2 and B8 uses; Special consideration of building height and landscaping to minimise impact; Ensure no adverse effect on groundwater (with part of the site falling within Inner Zone1 Groundwater Source Protection Zone).

7.17.5 Of the above preferred allocation sites, site ISL.H4 is of a scale to warrant its own bespoke policy, as set out below.

Isleham4: Site ISL.H4 - Land off Fordham Road

The following special considerations/requirements apply to proposals for site ISL.H4:

- An area of approximately 1.0 - 1.5 ha to be gifted to the Parish Council for the purpose of recreational facilities (such as new football pitch(es)), located adjacent to the existing recreational facilities. Other open space policy requirements are relaxed, except for on-site provision of toddler play areas and informal green spaces/landscaping, unless it is deemed necessary to provide additional open space to mitigate any adverse effects on any designated national or international site;
- Traffic calming along Fordham Road;
- An element of bungalow style development;
- Appropriate landscaping/ buffering throughout the site, and especially adjacent to the Hall Barn Road Industrial Estate;

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- e. An urban design solution which creates a series of character areas, with each area of a significantly different style/layout, so as to create the perception of a natural evolution of the settlement. Ideally, each group will be completed before the next group commences substantial development;
- f. The indicative dwelling figure of 125 should not be significantly exceeded due to: the need to provide careful landscaping, open space provision, and some low density, bungalow style development; the need to prevent excessive pressure on local facilities and highway network; and in recognition of the relative isolation of Isleham and its relatively poor highway connection and public transport provision;
- g. Ensure no adverse effect on groundwater (with part of the site falling within the Inner Zone 1 Groundwater Source Protection Zone).

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7.18 Kennett

7.18.1 Kennett is a medium village located 2.5 miles north-east of Newmarket on the Cambridgeshire/Suffolk border. Kennett has a range of facilities, including primary school, public house and church. Kennett is a broadly linear village with built development in clusters along the east side of Station Road.

7.18.2 Policy Kennett1 aims to preserve and enhance the special qualities of Kennett.

Kennett1: Kennett's Local Character and Facilities

Development proposals in Kennett which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and materials.

7.18.3 For Kennett, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Kennett should contribute towards.

Kennett2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Kennett should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development:

- Road safety and traffic management schemes including review of speed limit along B1085 with intention of reducing to 20mph around school and 30mph elsewhere within the village;
- Improvements to pedestrian/cycle routes including creation of footpaths between school and playing field, and around the river areas;
- Improvements to the pavillion and recreational area.

7.18.4 For Kennett, a single large scale mixed-use site is allocated. This site, which has in principle support through the Cambridgeshire-Peterborough Devolution Deal, will be developed as a community-led development scheme, providing much needed homes as well as transforming Kennett into a vibrant, village.

Kennett3: Allocation Sites

Ref	Site Address	Area	Indicative No. Dwellings	Site Specific Requirements
KEN.M1	Land to the West of Station Road	41.2	500	See policy Kennett4

7.18.5 Site KEN.M1 is of a major strategic site and is of scale to warrant its own bespoke policy, as set out below.

Kennett4: Site KEN.M1 - Land to the west of Station Road

The following spacial considerations/ requirements apply to proposals for KEN.M1:

- a. Meet all of the requirements set out in Policy LP5;
- b. Be in conformity with a masterplan or concept plan, which will need to be prepared and submitted either in advance of or as part of a planning application;
- c. Provide around 500 dwellings, subject to meeting other policy requirements;
- d. Provide an element of employment provision (not necessarily B use class);
- e. Provide a Primary school with pre-school facilities;
- f. Provide a local centre, providing retail and community facilities of a scale appropriate to the community created, and be within easy walking distance of residents, with good cycle route and public transport connections;
- g. Provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;
- h. Take account of approved Design Codes (or other mechanisms employed) to ensure high quality and locally distinctive design, potentially using 'garden village' principles;
- i. Adopt a varied urban design/architectural approach across the site, with strong legibility and permeability e.g. through the creation of different 'neighbourhoods' and 'character areas', green infrastructure, locally distinctive features or buildings, open spaces and incorporation of key views of the wider landscape;
- j. Address how development will successfully integrate with the existing built form and landscape including the existing employment uses beyond the south east corner, the railway station and the wider landscape;
- k. Be accompanied by a Transport Assessment. The detail of this assessment should reflect the scale of development and the extent of the transport implications including junction 38 on the A14, on Kennett village, on A11 junction(s), on the railway bridge at Kennett Station and on Kentford;
- l. Provide appropriate protection to Howe Hill Bowl Barrow Scheduled Monument in accordance with policy LP27 and national policy;
- m. Have regards to the Mineral Safeguarding Area for Sand and Grave and the Waste Consultation Area for the waste management site at Plantation Farm, and consult Cambridgeshire County Council as a Waste and Minerals authority for appropriate advice on development on this site;
- n. Prepare a thorough Green Infrastructure and Open Space Strategy, which in part, should deliver a net gain in biodiversity;
- o. Provide open space and recreational facilities, the extent of which should ensure no significant adverse effect (due to recreational pressure) arises on Chippenham Fen (SAC), Breckland (SPA/SAC), Breckland (SSSI) and Red Lodge Heath (SSSI);
- p. Prepare a thorough ecological assessment (incorporating mitigation measures) sufficient to enable a project level HRA to be undertaken.

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7.19 Kirtling

7.19.1 Kirtling is a small villages approximately 5 miles south-east of Newmarket. Kirtling has a small number of services, including a garage, pub and village hall.

7.19.2 Policy Kirtling1 aims to preserve and enhance the special qualities of Kirtling.

Kirtling1: Kirtling's Local Character and Facilities

Development proposals in Kirtling which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as materials, roof pitch and window size.

7.19.3 For Kirtling, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Kirtling and Upend should contribute towards.

Kirtling2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Kirtling should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to broadband;
- b. A village shop/general store in Kirtling;
- c. New sports facilities/play area;
- d. Improvements to pedestrian/cycle routes through the installation of pavements and some cycle routes alongside existing roads.

7.19.4 No housing allocations are proposed in Kirtling. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village. Two sites have been identified as Local Green Spaces, as set out below and as identified on the Kirtling Inset Policies Map.

Kirtling3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
KIR.LGS1	Kirtling Playing Field	0.9	N/A	See Policy LP29
KIR.LGS2	Cricket Pitch	0.8	N/A	See Policy LP29

7.20 Little Downham

7.20.1 Little Downham is a large village approximately 2 miles north-west of Ely. Little Downham has a good range of services, including food and non-food shops, primary school, public houses and village hall. Little Downham is an attractive village that has expanded from the historic core of Main Street. There are a number of listed buildings along main street and an extensive conservation area.

7.20.2 Policy Little Downham1 aims to preserve and enhance the special qualities of Little Downham.

Little Downham1: Little Downham's Local Character and Facilities

Development proposals in Little Downham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as materials used, building height and design.

Little Downham is located in a slightly elevated position. Therefore, the protection of views across the fenland to the south of the village will be important, to maintain the 'isle' feel of the village.

7.20.3 For Little Downham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Little Downham should contribute towards.

Little Downham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Little Downham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Ensure sufficient primary school places are made available over the plan period;
- b. Improvements to the pedestrian/cycle routes, particularly from Little Downham to Ely;
- c. The identification and provision of land for a new cemetery;
- d. Improvements to the sports ground/ open space, including the refurbishment and extension of the existing pavilion;
- e. Maintain public transport services.

7.20.4 In terms of allocations for Little Downham, one site for development has been identified, as set out below and as identified on the Little Downham Inset Policies Map.

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Little Downham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LTD.H1	Land west of Ely Road	1.2	25	<ul style="list-style-type: none"> Have regard to the site's relationship to the Little Downham Conservation Area and important views of Ely Cathedral; and Seek to retain distinctive landscape features, for example the hedgerow at Cannon Street and trees at Ely Road.

7.21 Little Thetford

7.21.1 Little Thetford is a medium village 3 miles south of Ely, with some distinct features. There is a limited range of services within the village, including a pre-school, primary school, village hall and sports and social club. There is also a regular bus service to Ely and Cambridge.

7.21.2 Policy Little Thetford1 aims to preserve and enhance these facilities and maintain Little Thetford's character.

Little Thetford1: Local Character and Facilities

Development proposals in Little Thetford which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village in respect of building style and design. Protecting the setting of listed buildings along Main Street is of particular importance.

7.21.3 For Little Thetford, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, and which development in Little Thetford should contribute towards.

Little Thetford2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Little Thetford should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Investigate possible safety improvements and traffic calming measures at the junction of the village with the A10 and at entry to village, and implement it where practical and appropriate to do so;
- b. Improvements to pedestrian/cycle routes including foot/cycle path extensions in the Wyches from the cemetery to A10, and from Little Thetford to Stretham and Ely.

7.21.4 In terms of allocations for Little Thetford, two sites for development have been identified, as set out below and as identified on the Little Thetford Inset Policies Map.

Little Thetford3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LTT.H1	Land north of The Wyches	0.6	15	See Policy Little Thetford4

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Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LTT.H2	Land South of Caravan Park, Two Acres, Ely Road	1.3	10	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 16/00057/OUM

7.21.5 The following policy applies to site LTT.H1, in order to address specific issues relating to the site.

Little Thetford4: Site LTT.H1 - Land north of The Wyches

The following special considerations and requirements apply to site LTT.H1:

- The site should be developed for approximately 15 dwellings;
- There should be no impact on the safe or operational use of the adjacent pre-school;
- A presumption that existing trees and hedges which enhance the character of the area, will be protected and retained;
- Development should provide a 'green' edge between the site and neighbouring land to reduce visual impact on the countryside, and to ensure the social club and pre-school retain their rural setting.

7.22 Littleport

7.22.1 Littleport is a small town, classed as a main settlement by the settlement hierarchy in Policy LP3.

7.22.2 The town's character is shaped by its historic centre and slightly elevated isle location above the surrounding fen landscape and River Great Ouse. Littleport offers a range of community facilities and services including schools, library, medical centre, post office, sports and leisure centre, local and independent shops, and a small supermarket serving the town and surrounding area.

7.22.3 A significant amount of housing development has recently taken place in Littleport, with more already planned, supported by the provision of new facilities. This includes a new education and leisure complex comprising early-years, primary, special needs and secondary schools, as well as a community leisure centre. Construction is underway, with the first schools open from September 2017 term start.

7.22.4 Policy Littleport1 aims to deliver high quality housing and jobs growth supported by improved community facilities and green spaces.

Littleport1: Littleport's Local Character and Facilities

Littleport is a vibrant town with a strong sense of community, enjoyed by residents, visitors and workers alike. This should be maintained with the development of distinctive and high quality new housing developments, mainly focused to the west and south-west of the town, with jobs growth at new and existing locations.

New development should be accompanied by community facilities and help support a revitalised town centre.

New development should improve opportunities to access to open space through investment in a network of attractive greenspaces, linking to the wider countryside.

7.22.5 For Littleport, a number of infrastructure items have been identified, either by the community themselves or by service providers. The following policy captures those items which are considered important and deliverable, and which development in Littleport should contribute toward.

Littleport2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Littleport should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Develop a network of greenspaces within Littleport and to the River Great Ouse and the wider countryside;
- b. Improve cycle and pedestrian access to Little Downham and Ely, and the provision of new routes to connect north, south and east of Littleport;
- c. Improve access to Littleport Station through additional car and cycle parking and enhanced walking and cycling routes;

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- d. Town centre streetscape improvements, Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane;
- e. Improve bus service provision;
- f. Provision of library services;
- g. Additional primary education provision, to be located at the education campus and at site LIT.M2 *Land south of Grange Lane*;
- h. Provision of early years places.

7.22.6 Policy Littleport3 identifies nine sites for new housing, employment and mixed-use development. These sites are indicated on the Littleport Inset Policies Map.

Littleport3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LIT.H1	Old Station Goods Yard, Station Road	1.1	50	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 13/01165/OUM
LIT.H2	Highfield Farm, Ely Road	32.7	269	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 02/00950/RMA. Note: Indicative dwelling figure is dwellings remaining as at 01 April 2017.
LIT.H3	Land north east of 5 Back Lane	0.6	21	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 14/00017/FUM
LIT.H4	Field west of 1B Upton Lane	2.1	63	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 15/01012/OUM
LIT.H5	Land west of Highfields	28.9	600	See Policy Littleport4
LIT.M1	West of Woodfen Road	17.3	250	See Policy Littleport5
LIT.M2	Land south of Grange Lane	65.9	1,200*	See Policy Littleport6 *600 in plan period assumed
LIT.E1	Land north at Wisbech Rd Business Park	33.0	N/a	See Policy Littleport7

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Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LIT.E2	Land west of 150 Wisbech Road	1.5	N/a	<ul style="list-style-type: none"> Employment uses only (B1/B2/B8)

7.22.7 Of the above allocation sites, sites LIT.H5, LIT.M1, LIT.M2 and LIT.E1 have sufficient issues in need of addressing to warrant their own bespoke policies, as set out below:

Littleport4: Site LIT.H5 - Land West of Highfields

The following special considerations/requirements apply to proposals for site LIT.H5:

- A housing-led development for approximately 600 dwellings, supported by the provision of appropriate infrastructure;
- Other supporting uses, such as local retail, services and small-scale employment, will be accepted where these enhance the quality of the development and do not undermine Littleport's town centre;
- Pedestrian and cycle routes should provide clear, legible connections to neighbouring developments and the town centre;
- Provide a detailed Transport Assessment and Travel Plan, which will demonstrate, amongst other matters, how any adverse impacts on the local highway network will be mitigated. This Assessment should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP16 and LP17, in order to appropriately mitigate against the impacts of development;
- A landscape and noise buffer should be provided between development and the A10;
- Distant views of Ely Cathedral should be retained, enhanced if opportunities arise, and new public views created if possible.

Littleport5: Site LIT.M1 - Land west of Woodfen Road

The following special considerations/requirements apply to proposals for site LIT.M1:

- Delivery of a housing-led site comprising dwellings (around 250), potentially an element of employment provision, and wider infrastructure;
- The main vehicular access to the site should be from Wisbech Road. Main vehicular access to the site via Woodfen Road will not be permitted, though a limited, secondary access via Woodfen Road may be permitted if clearly demonstrated its use would be limited;
- Where it is demonstrated that a safe and suitable vehicular access to Wisbech Road cannot be achieved, a new roundabout providing direct access to the A10 will be permitted. Delivery of the roundabout will require a coordinated approach to ensure:
 - it also serves development at LIT.E1; and
 - the current vehicular access to the Saxon Business Park direct from the A10 is closed, with new access to the Park provided indirectly via the roundabout (i.e. through LIT.M1).
- Clear, legible pedestrian and cycle routes should be provided to connect the housing and employment elements of the development to local services and facilities located at Woodfen

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Road, Parson's Lane (such as the primary school and medical centre), to the town centre and to employment opportunities at neighbouring Saxon Way Business Park and LIT.E1. This may require off-site works to facilitate these improvements;

- e. Provide a detailed Transport Assessment and Travel Plan, which will demonstrate, amongst other matters, how any adverse impacts on the local highway network will be mitigated. This Assessment should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP16 and LP17, in order to appropriately mitigate against the impacts of development;
- f. A landscape and noise buffer should be provided between development and the A10.

Littleport6: Site LIT.M2 - Land south of Grange Lane

The following special considerations/requirements apply to proposals for site LIT.M2:

- a. A concept plan will need to be prepared for the whole site, informed by pre-application consultation with the local community and submitted to the Council for approval as part of a planning application;
- b. Development of the site will principally be housing-led (in the region of 1,200 homes, of which it is assumed 600 will be beyond 2036) and will include an element of employment development;
- c. Other supporting uses, such as local retail, should be provided where this enhances the quality of the development and does not undermine Littleport's town centre;
- d. New on-site community facilities and infrastructure, including new education provision. The precise nature of this provision should be informed by discussion with the parish council and other service providers (with evidence of how proposals have been informed by such discussion) included with the concept plan or planning application;
- e. Provide a detailed Transport Assessment and Travel Plan, which will demonstrate, amongst other matters, how any adverse impacts on the local highway network will be mitigated. This Assessment should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP16 and LP17, in order to appropriately mitigate against the impacts of development;
- f. The requirement for 'Informal Open Space' (as set out by LP21) should be met predominantly in the southern portion of the site, including a new Country Park, thereby creating a significant area of landscaping and open space;
- g. A significant net biodiversity gain, together with a well connected Green Infrastructure Network;
- h. Pedestrian, cycle and bus routes should be provided to ensure the site is well-connected to important local destinations including the town centre, schools and other community facilities;
- i. The development's built form should retain and reinforce Littleport's isle character and enhance distant views of Ely Cathedral. Provision of a significant landscaping buffer along the western boundary will be required to frame the development from the A10 and open countryside, and other health impacts arising from the A10.

Littleport7: Site LIT.E1 - Land at Wisbech Road Business Park

The 32.6ha site is partly developed as an existing business park. In the region of 13ha of the site is currently undeveloped land available for development. The remainder of the site hosts existing low density employment development. The following special considerations and requirements apply to proposals for site LIT.E1:

- a. The site will be developed for employment uses only (B1/B2/B8);
- b. Highway improvements to Black Bank Road should be provided, where necessary;
- c. To ensure a high standard of neighbouring residential amenity is maintained, an appropriate buffer should be provided between development and existing dwellings located at Black Bank Road and Wisbech Road;
- d. High quality landscape scheme to mitigate impact of development on the open fen landscape;
- e. No access to A10 will be permitted, unless provided for via development of LIT.M1.

7.22.8 Beyond the plan period (or potentially sooner, if allocated sites in Littleport are delivered ahead of expectation) development to the east of Littleport on land at Eastfield Farm, between Ely Road and Padnal Lane, is likely suitable.

7.22.9 Confirmation of the site, including detailed boundaries and proposals for this broad area of future growth will likely be determined in the next review of the Local Plan. However, a likely eventual component will be the provision of a primary school, to help improve access to primary schools across Littleport (which is currently skewed in favour of provision to the north and west).

Policies for Places

7.23 Lode with Long Meadow

7.23.1 Lode with Long Meadow together form a medium village located 7 miles north east of Cambridge. Lode is the larger of the two villages, and has a good range of services including post office and shop, pub and church. Facilities within the village include allotments, recreation ground, tennis court, play area, community hall and orchard. Lode is an attractive village. There are a number of listed buildings within the conservation area and is adjacent to the Cambridge Green Belt. Anglesey Abbey, a National Trust property, is also adjacent to Lode. The grounds to this property are a registered Historic Park and Garden, and is a popular tourist destination throughout the year.

7.23.2 Long Meadow is a hamlet within the Parish of Lode located about half a mile from Lode village.

7.23.3 Policy Lode Long Meadow1 aims to preserve and enhance the special qualities of Lode and Long Meadow.

Lode Long Meadow1: Lode with Long Meadow's Local Character and Facilities

Development proposals in Lode with Long Meadow which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

The two villages each have their own character with differing building design and use of materials. Therefore, proposals should respect the local character of the respective villages, such as materials, roof pitch and overall building height.

7.23.4 For Lode with Long Meadow, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Lode with Long Meadow should contribute towards.

Lode Long Meadow2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Lode with Long Meadow should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. More cycle routes, including from Lode to both Quy and Waterbeach, facilitated by the creation of the Waterbeach Link;
- b. Footpaths: to continue the development and maintenance of the network, including creation of the Waterbeach Link;
- c. Enhanced bus service and facilities.

7.23.5 In terms of allocations for Lode with Long Meadow, one site for development has been identified, as set out below and as identified on the Lode with Long Meadow Inset Policies Map.

Lode Long Meadow3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
LOD.H1	Sunny Ridge Farmyard, Station Road	0.6	20	<ul style="list-style-type: none">Development of this site would need to conserve, and where opportunities arise enhance, the conservation area and nearby listed buildings and their settings.

Policies for Places

7.24 Mepal

7.24.1 Mepal is a medium village located 6 miles west of Ely. Mepal has a good range of services, including shop and post office, church, public house, village hall and primary school. Mepal is an attractive village with a small number of listed buildings. To the north-west of Mepal are the Ouse Washes, a European protected site, a habitat valued for supporting bird population and the spined loach, a rare UK species of fish.

7.24.2 Policy Mepal 1 aims to preserve and enhance the special qualities of Mepal.

Mepal1: Mepal's Local Character and Facilities

Development proposals in Mepal which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, giving particular consideration to the built form and use of materials.

All development proposals will be carefully scrutinised to ensure that there is no adverse impact on the Ouse Washes.

7.24.3 For Mepal, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Mepal should contribute towards.

Mepal2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Mepal should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of additional places at the primary school and pre-school;
- b. Extension of the village hall;
- c. Improved sports and play provision at Mepal Recreation Field;
- d. Improvements to the A142 / Sutton Road junction;
- e. Provision of traffic calming measures at Sutton Road, School Lane, and Witcham Road;
- f. Improved pedestrian and cycle access to:
 - The village centre and facilities including the primary school, preschool and Mepal Recreation Field;
 - The village of Sutton and beyond toward Ely;
 - Existing public rights of way at Old Bedford Bank, to the Ouse Washes and future nature reserve at Block Fen / Langwood Fen.

7.24.4 In terms of allocations for Mepal, one site for development has been identified, as set out below and identified on the Mepal Inset Policies Map. Please note, the site adjoins Mepal village but is located within the administrative area of Sutton Civil Parish.

Mepal3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
MEP.H1	Land at Brick Lane	2.5	50	See Policy Mepal4

7.24.5 The proposed allocation site, MEP.H1 has sufficient issues in need of addressing to warrant its own bespoke policy, as set out below.

Mepal4: Site MEP.H1 - Land at Brick Lane

The following special considerations/requirements apply to proposals for site MEP.H1.

- a. To be developed as a housing-led scheme for approximately 50 dwellings;
- b. Access to the site should be provided from Brick Lane, which will require improvement to ensure safe and suitable access for all users;
- c. Provide a safe crossing point at Sutton Road for pedestrians travelling to and from the village centre;
- d. Retention, and where necessary, enhancement of the significant landscape buffer adjacent to the western and southern boundaries to screen the site and mitigate noise impact from the A142.

Policies for Places

7.25 Newmarket Fringe

7.25.1 Newmarket Fringe refers to the parts of Newmarket urban area that lie within East Cambridgeshire. The area of Newmarket within East Cambridgeshire is classed as a medium settlement within the settlement hierarchy. There are a number of services, including primary school, and there is access to the services and facilities on offer within Newmarket town centre.

7.25.2 Policy Newmarket1 aims to preserve and enhance the special qualities of the Newmarket Fringe area.

Newmarket1: Newmarket Fringe's Local Character and Facilities

Development proposals in Newmarket Fringe which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the area, such as building height and materials used.

The economy and character of Newmarket Fringe, and the wider Newmarket area, is heavily influenced by the horse racing industry, and this should be respected within any new development.

Existing open space within the built up area of Newmarket will in particular be protected from development.

7.25.3 For Newmarket Fringe, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Newmarket Fringe should contribute towards.

Newmarket2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Newmarket Fringe should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Traffic calming/highway safety improvements, including speed reduction measures along Ashley Road and Duchess Drive;
- b. Advance warning lights for high vehicles about low rail bridge on New Ashley Road;
- c. Improved footway on the narrow bridge on Wooditton Road.

7.25.4 In terms of allocations for the Newmarket Fringe area, one site for development has been identified plus a Local Green Space, as set out below and as identified on the Newmarket Fringe Inset Policies Map.

Newmarket3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
NFR.H1	Site Adjacent to 37 St Johns Avenue, Newmarket	0.7	21	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref:14/01264/FUM
NFR.LGS1	Peterhouse Drive	0.5	N/A	See Policy LP29

Policies for Places

7.26 Prickwillow

7.26.1 Prickwillow is a small, linear village 4 miles east of Ely. Prickwillow has a limited range of facilities, which includes a village hall with play area and sports and social club. Prickwillow Engine Museum (which includes a cafe) is located within the village on the bank of the River Lark.

7.26.2 Policy Prickwillow1 aims to preserve and enhance the special qualities of Prickwillow.

Prickwillow1: Prickwillow's Local Character and Facilities

Development proposals in Prickwillow which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, window size and arrangement.

7.26.3 For Prickwillow, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Prickwillow should contribute towards.

Prickwillow2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Prickwillow should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to broadband service;
- b. Improvements to pedestrian/cycle routes by working with partners to explore the provision of an off-road cycle route into Ely;
- c. New sports ground/open space through the development of playing pitches, possibly at the sports and social club;
- d. Improvements to play areas, with specific schemes to be identified.

7.26.4 There are no housing allocations in Prickwillow. Any new housing is likely to be built on suitable 'infill' sites within the village.

7.27 Pymoor

7.27.1 Pymoor is a small linear village 5 miles north-west of Ely. Pymoor has a limited range of facilities, that include a village hall, playing field and play area. There are a number of public rights of way in and around Pymoor, providing good links to the surrounding countryside. To the north-west of Pymoor are the Ouse Washes, a European protected site, a habitat valued for supporting bird population and the spined loach, a rare UK species of fish.

7.27.2 Policy Pymoor1 aims to preserve and enhance the special qualities of Pymoor.

Pymoor1: Pymoor's Local Character and Facilities

Development proposals in Pymoor which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals in Pymoor should respect the local character of the village, such as a mix of building style and design. The prevalence of frontage development along the main village roads should also be respected and maintained.

All development proposals will be carefully scrutinised to ensure that there is no adverse impact on the Ouse Washes.

7.27.3 For Pymoor, a number of infrastructure items have been identified, either by the community or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Pymoor should contribute towards.

Pymoor2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Pymoor should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to pedestrian/cycle routes;
- b. Improvements to sports ground/open space;
- c. Improvements to roads in and around the village/ maintenance of roadside verges.

7.27.4 There are no allocations in Pymoor. Any new housing, therefore is likely to be built on suitable 'infill' sites within the village.

Policies for Places

7.28 Queen Adelaide

7.28.1 Queen Adelaide is a small village located less than 1 mile north-east of the edge of Ely. There are very limited facilities within the village, though there is a village hall and garage. Residents therefore look to Ely for schools, shopping and health care. Queen Adelaide is intersected by two railway lines and the River Great Ouse, with a third railway line on the eastern edge of the village.

7.28.2 Policy Queen Adelaide1 aims to enhance and preserve the special qualities of Queen Adelaide.

Queen Adelaide1: Queen Adelaide's Local Character and Facilities

Development proposals in Queen Adelaide which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and window size and placement of the oldest buildings. The prevalence of frontage development along Ely Road should be respected and maintained.

7.28.3 For Queen Adelaide, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Queen Adelaide should contribute towards.

Queen Adelaide2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Queen Adelaide should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to existing/new village hall;
- b. Improvements to pedestrian/cycle routes, in particular to river area and along Ely Road;
- c. Provision of new children's play area;
- d. Open space improvements, including within the river area;
- e. Improvements to road/transport infrastructure, including reducing speed of traffic along B1382 and an improved junction at the river bridge.

7.28.4 There are no housing allocations in Queen Adelaide. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.29 Reach

7.29.1 Reach is a small village 6 miles north-west of Newmarket and approximately one mile south-west of Burwell. Reach has a limited range of services, which include a village hall, church and public house. Reach is an attractive village centred around Fair Green. There are a number of listed buildings within the village, and an extensive conservation area. The Anglo-Saxon earthwork, Devils Dyke, runs up to the south side of the village, opposite properties on Swaffham Road and terminating to the rear of properties on Burwell Road.

7.29.2 Policy Reach1 aims to preserve and enhance the special qualities of Reach.

Reach1: Reach's Local Character and Facilities

Development proposals in Reach which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and window style, size and arrangement. The open feel of the village created by the prominent open space at Fair Green, and the prevalence of frontage development along the village's key roads, should also be respected and maintained.

All development proposals will be carefully scrutinised to ensure that there is no adverse impact upon the Devils Dyke earthworks and The Hythe.

7.29.3 For Reach, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Reach should contribute towards.

Reach2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Reach should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to pedestrian/cycle routes, including: access to bridge between Reach and Swaffham Prior; pavement improvements between Reach – Burwell – Swaffham Prior; footpath clearance along the Hythe end of the village;
- b. Improvements to sports ground/open space, in particular refurbishment of the play area;
- c. Improvements to the community/village hall;
- d. Traffic calming on main road into and out of the village;
- e. Cycle route between Quy and Lode for commuters to Cambridge;
- f. Improved off-road access to the 24 Acres.

7.29.4 There are no housing allocations in Reach. Any new housing, therefore, is likely to be on suitable 'infill' sites within the village. One site has been identified as a Local Green Space as set out below and as identified on the Reach Inset Policies Map.

Policies for Places

Reach3: Allocation Sites

Ref	Site Address	Area	Indicative No. Dwellings	Site Specific Requirements
REA.LGS1	The Hythe	0.5	N/A	See Policy 29

7.30 Saxon Street

7.30.1 Saxon Street is a small village located south of Newmarket, between Cheveley and Woodditton. Saxon Street has a limited range of facilities, including chapel, hall and sports field. Saxon Street is an attractive village with a number of listed buildings, including several thatched cottages.

7.30.2 Policy Saxon Street1 aims to preserve and enhance the special qualities of Saxon Street.

Saxon Street1: Saxon Street's Local Character and Facilities

Development proposals in Saxon Street which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village. In particular regard should be had to the layout of development, reflecting the existing frontage pattern of development, use of materials, building height and roof pitch.

7.30.3 For Saxon Street, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Saxon Street should contribute towards.

Saxon Street2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Saxon Street should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Traffic calming/highway improvements, including gateway treatments for both ends of The Street, and improved footway at the narrow, lower end of The Street;
- b. Improvements to pedestrian/cycle routes through extension to cycle paths;
- c. Improvements to play areas through continued development of the sports field in School Road, including provision of sports facilities and better facilities.

7.30.4 There are no housing allocations in Saxon Street. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

Policies for Places

7.31 Snailwell

7.31.1 Snailwell is a small village located 2 miles north of Newmarket. Snailwell has a limited range of facilities, which include the church and public house. Snailwell is an attractive village with a number of listed buildings. All but a very small number of properties are included within the conservation area.

7.31.2 Policy Snailwell1 aims to preserve and enhance the special qualities of Snailwell.

Snailwell1: Snailwell's Local Character and Facilities

Development proposals in Snailwell which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size and placement.

7.31.3 For Snailwell, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Snailwell should contribute towards.

Snailwell2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Snailwell should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of a community/village hall;
- b. Conversion of part of church into a space for village activities;
- c. Improvements to pedestrian/cycle routes, including additional routes and improved signage and waypoints on existing routes;
- d. Provision of new play area on village green.

7.31.4 There are no housing allocations in Snailwell. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.32 Soham

7.32.1 Soham is an historic and attractive market town of about 11,000 people, located midway between Ely and Newmarket, with a range of local facilities. Soham has a unique landscape setting, being surrounded by Commons to the south, east and west.

7.32.2 The town has grown considerably over the last 10 years, with new housing developments to the north of the town, and on a range of other 'infill' sites. There are some employment opportunities, whilst the town centre is not performing as well as it could, given the growing population of the town. Re-opening the train station is a key priority.

7.32.3 The previous Local Plan (2015) set the framework for significant growth at Soham (around 2,300 dwellings, and new employment land), which itself was informed by the Council's 'Soham Masterplan Vision' (2010).

7.32.4 Policy Soham1 aims to preserve and enhance the special qualities of Soham.

Soham1: Spatial Strategy for Soham

Development proposals should comply and respond positively to the following spatial strategy for Soham:

- a. Improving the town centre, to provide a revitalised and vibrant hub with good shopping, leisure and community activities.
- b. Provide high quality and substantial housing development which is easily accessible on foot or cycle to the town centre and key facilities.
- c. Support job retention and creation.
- d. Provide enhanced infrastructure and facilities to support growth, including local facilities of an appropriate scale to serve neighbourhoods.
- e. Re-introduce a railway station for Soham.
- f. Protect and enhance the unique green setting of Soham, including the Commons, and green network/links, and ensure no significant adverse effect on designated biodiversity sites.

7.32.5 For Soham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Soham should contribute towards.

Soham2: Infrastructure and Community Facilities

In addition to specific infrastructure items as listed in site specific policies, development proposals in Soham should contribute, either directly or through developer contributions, towards the following identified priority infrastructure and community facilities (in no particular order):

- a. Provision of a railway station;
- b. Secondary and other school provision;
- c. Improvements to Fountain Lane recreation ground;
- d. Improvements to the Commons;
- e. Provision of a new cricket ground;
- f. Pedestrian and cycle routes and facilities, including a Soham - Wicken and a Soham - Ely (via Stuntney) cycle routes;
- g. Improvements to Soham library;
- h. Pedestrian streetscape enhancements in town centre.

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The scale of contribution should be proportionate to the scale of development proposed, in line with guidance set out in LP16.

Development Allocations

7.32.6 The following policy sets out the proposed allocations for development in Soham, which are predominantly made up of allocations carried forward from the Local Plan 2015, but there are some amendments and additions. Some allocations are of a 'mixed use' nature, reflecting the setting and circumstances of each site.

Soham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
SOH.H1	Land off Brook Street	22.8	300	See Policy Soham4
SOH.H2	Land at 117 Mereside	0.4	11	
SOH.H3	Land rear of 23 - 49 Fordham Road	2.8	87	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme, ref 15/01254/RMM
SOH.H4	Land off Fordham Road	3.8	90	<ul style="list-style-type: none"> Set out, and agree with the Council, a comprehensive landscaping and rights of way scheme, including retention of, and improvements to, rights of way / green lane, both on site and in the near vicinity.
SOH.H5	Land south of Blackberry Lane	7.0	130	See Policy Soham5
SOH.H6	Land north of Blackberry Lane	4.5	85	See Policy Soham6
SOH.H7	Land west of The Cherry Tree Public House, Cherrytree Lane	4.8	126	<ul style="list-style-type: none"> In accordance with the principles established by consented (subject to s106) scheme, ref 15/01491/FUM
SOH.H8	Land parcel east of 2 The Shade	3.7	88	<ul style="list-style-type: none"> In accordance with the principles established by consented (subject to s106) scheme 16/00535/FUM
SOH.H9	Land south of Cherry Tree Lane, west of Orchard Row	10.3	200	See Policy Soham7

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Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
SOH.H10	Land off Kingfisher Drive	8.8	100 (Maximum)	<ul style="list-style-type: none"> Access only onto Kingfisher Drive; Extensive buffer/landscaping scheme to the north and west, the extent of which must be prepared in consultation with Anglian Water; An odour mitigation scheme, agreed with Anglian Water; Maximum figure in order to address above matters and enable a low density scheme in this edge of settlement location.
SOH.H11	Land at Northfield Road	7.8	170	See Policy Soham8
SOH.H12	Land to rear of 7 and 7A Townsend	0.5	17	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 12/00923/FUM
SOH.H13	Soham Health Centre, Pratt Street	0.3	10	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 16/00373/FUM
SOH.H14	90 Paddock Street	0.2	10	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 15/00748/FUM
SOH.H15	Grassed Area Opposite 2 The Shade	0.2	13	<ul style="list-style-type: none"> In accordance with the principles established by consented scheme ref 16/01364/F3M
SOH.M1	Eastern Gateway	33.4	550	See Policy Soham9
SOH.M2	Land north west of The Shade School	2.8	20	<ul style="list-style-type: none"> Site should deliver a mix of housing and small, low-impact, employment (B1/B2) units (such as 'start-up' units); Ensure no detrimental impact on the operation of the school (by virtue of, for example, noise, odour, vibration or traffic); Provision of a kerbed footway to connect to footways leading to Soham.

Policies for Places

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
SOH.M3	Land off Station Road	4.1	90	See Policy Soham10
SOH.E1	Land east of A142 bypass	10.8	N/A	See Policy Soham11

7.32.7 Due to its scale and complexity, the following policy applies to allocation SOH.H1.

Soham4: Site SOH.H1 - Land off Brook Street

The following special considerations/requirements apply to proposals for site SOH.H1

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan for the whole site to be submitted to and agreed by the Council;
- b. Pay particular regard to, and enhance where possible, the adjacent Commons area and County Wildlife Site, especially the section west of the Lode;
- c. Provide high quality pedestrian and cycle linkages to, from and through the site, including:
 - to the town centre, via a new bridge link over the drain close to Brook Dam Lane;
 - to the adjacent Commons to the north, via a new bridge link over the Lode at a suitable point to the rear of 10-22 East Fen Common;
 - across the site, including (a) along the length of the Lode frontage and (b) to Greenhills.
- d. Around 65% of the site is likely to remain without built development reflecting the flood risk nature of large parts of the site unless mitigation can be agreed with the appropriate bodies;
- e. Provide approximately 8ha of public open space on-site, including land for provision of at least 2 play areas. This open space can include, in part, land necessary to mitigate the flood risk issues which are present on this site;
- f. Ensure there is no visual or other intrusive harm to the adjacent Commons area, and ensure appropriate views of St. Andrews Church are provided.

7.32.8 Due to its scale and complexity, the following policy applies to allocation SOH.H5.

Soham5: Site SOH.H5 - Land south of Blackberry Lane

The following special considerations/requirements apply to proposals for site SOH.H5:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan for the whole site (and preferably in association with a masterplan for site SOH.H6), to be submitted to and agreed by the Council;
- b. Provide for approximately:
 - 130 dwellings;
 - 1.1ha of open space;
- c. Set out, and agree with the Council, a comprehensive landscaping and rights of way scheme, including:

Policies for Places

- retention of, and improvements to, rights of way / green lanes, both on site and in the near vicinity;
 - significant green and noise buffer alongside the A142, in accordance with LP26;
 - measures which prevent increased recreational pressure on the nearby Soham West Horse Fen SSSI.
- d. In terms of access, provide no vehicular access directly on to the A142, but do provide the potential for vehicular access through the site to allocation site SOH.H6 (unless a satisfactory alternative vehicular access scheme to site SOH.H6 has already been secured).

7.32.9 Due to its scale and complexity, the following policy applies to allocation SOH.H6.

Soham6: Site SOH.H6 - Land north of Blackberry Lane

The following special considerations/requirements apply to proposals for Site SOH.H6:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan for the whole site (and preferably in association with a masterplan for site SOH.H5), to be submitted to and agreed by the Council;
- b. Provide for approximately:
 - 85 dwellings;
 - 0.7ha of open space;
- c. Set out, and agree with the Council, a comprehensive landscaping and rights of way scheme, including:
 - retention of, and improvements to, rights of way / green lanes, both on site and in the near vicinity;
 - significant green and noise buffer alongside the A142, in accordance with LP26;
 - measures which prevent increased recreational pressure on the nearby Soham West Horse Fen SSSI.
- d. In terms of access, provide no vehicular access directly on to the A142, and only provide vehicular access to the site via allocation site SOH.H5 if all other access options have been thoroughly investigated and ruled out as undeliverable. If access is via site SOH.H5, and hence across Blackberry Lane, then the impact on Blackberry Lane (both visually and its attractiveness as a useable route) should be minimised.

7.32.10 Due to its scale and complexity, the following policy applies to allocations SOH.H9.

Soham7 : Site SOH.H9 - Land south of Cherrytree Lane and west of Orchard Row

The following special considerations/requirements apply to proposals for sites SOH.H9:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan covering the allocation, to be submitted to and agreed by the Council;
- b. Provide for approximately:
 - 200 dwellings;

Policies for Places

- Consider provision on site of a primary school and potentially other education facilities; if not provided on-site, agree arrangements for meeting education needs which arise;
 - Provision of an appropriate level, and in an appropriate location, of open space, taking account in particular of the type of open space facilities which are deficient in the southern end of Soham.
- c. Set out, and agree with the Council, a comprehensive landscaping and rights of way scheme, including:
- retention of, and improvements to, rights of way / green lanes, both on site and in the near vicinity;
 - significant green buffer along the western edge of SOH.H9, so as to create a green, impermeable visual edge to the site when approaching from the west, thus reinforcing the 'isle' aspect of Soham's setting.
- d. Potentially a requirement to contribute towards improvements to the Orchard Row / Fordham Road junction.

7.32.11 Due to its size and complexity, the following policy applies to allocation SOH.H11.

Soham8: Site SOH.H11 - Land at Northfield Road

The following special considerations/requirements apply to proposals for site SOH.H11:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan covering both allocations, to be submitted to and agreed by the Council;
- b. Provide for approximately:
- 170 dwellings;
 - Provision of an appropriate level, and in an appropriate location, of open space, taking account in particular of the type of open space facilities which are deficient in the northern end of Soham;
- c. Set out, and agree with the Council, a comprehensive landscaping and rights of way scheme, including:
- retention of, and improvements to, rights of way / green lanes, both on site and in the near vicinity;
 - significant green and noise buffer alongside the A142, in accordance with LP26.
- d. In terms of access, no vehicular access directly on to the A142.

7.32.12 Due to its scale and complexity, the following policy applies to allocation SOH.M1.

Soham9: Site SOH.M1 - Eastern Gateway

The following special considerations/requirements apply to proposals for site SOH.M1:

- a. Site to be delivered in a comprehensive manner, in accordance with a new masterplan for the whole site to be submitted to and agreed by the Council, with such a masterplan informed by the previously adopted Conceptual Masterplan (2011);

- b. Provide for approximately:
- 550 dwellings;
 - 0.5ha of B1.B2 employment land;
 - 0.4ha for an extension to Staploe Medical Centre or replacement medical centre;
 - 1.1ha for an extension to Weatheralls Primary School and provision of a pre-school facility;
 - 11.6ha open space (of which 3.6ha are for appropriately serviced allotment use), including a new Commons area adjoining the A142 which provides a link between Qua Fen Common and East Fen Common;
 - 3ha for use as a garden centre or employment use (B1/B2/B8);
 - Small-scale retail facilities, to serve the community created.
- c. Provide a detailed Transport Assessment and Travel Plan, which will demonstrate, amongst other matters, how any adverse impacts on the local highway network will be mitigated. This Assessment should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP16 and LP17, in order to appropriately mitigate against the impacts of development;
- d. Provide, in conjunction with site allocation SOH.E1, a new roundabout on the A142, plus link road through the scheme to Pratt Street. Contribute as necessary towards safety improvements of the junctions of Northfield Road, Qua Fen Common and Paddock Street on the A142;
- e. Retain and enhance the existing rights of way which cross the site, and provide an upgraded cycle/footpath link between the link road and Kents Lane;
- f. Significant green and noise buffer along the A142, in accordance with LP26;
- g. Ensure there is no visual or other intrusive harm to the adjacent Commons area, and ensure appropriate views of St. Andrews Church are provided;
- h. Secure delivery of all of the above, and any other relevant matters, through an appropriate legal agreement.

7.32.13 Due to its scale and complexity, the following policy applies to allocation SOH.M3.

Soham10: Site SOH.M3 - Land off Station Road

The following special considerations/requirements apply to proposals for site SOH.M3:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan for the whole site (including safeguarded train station area) to be submitted to and agreed by the Council.
- b. Provide approximately 90 dwellings and 0.5ha of employment land.
- c. Safeguard within the site, in an appropriate location as agreed with Network Rail, approximately 0.6ha of land for a train station building, parking area (including cycle parking) and ancillary facilities (including possibly small scale retail facilities). Ensure appropriate access to the safeguarded area is provided to enable these facilities to be delivered.
- d. Contribute towards highway, cycling and pedestrian improvements off-site, to enable appropriate access to the site.

7.32.14 Due to its scale and complexity, the following policy applies to allocation SOH.E1.

Policies for Places

Soham11: Site SOH.E1 - Land east of A142 bypass

The following special considerations/requirements apply to proposals for site SOH.E1:

- a. Site to be delivered in a comprehensive manner, in accordance with a masterplan for the whole site to be submitted to and agreed by the Council.
- b. Provide only employment related uses. If the site proves unviable or non-deliverable for employment purposes, then the land must remain in agricultural use. Housing or other non-employment proposals on this site will not be supported.
- c. Provide, in conjunction with site allocation SOH.M1, a new roundabout on the A142. Contribute towards safety improvements of the junctions of Northfield Road, Qua Fen Common and Paddock Street on the A142.
- d. Provide suitable pedestrian and cycle access to and around the site, including contributing towards A142 crossing improvements, likely to be in the form of a bridge or underpass.
- e. Provide along the northern and eastern boundary of the site an extensive and comprehensive landscaping buffer, so as to minimize visual intrusion in to the open countryside and to demonstrate that no further extension of the site (north, east or south) is anticipated in the long term. The landscaping scheme for the whole site (including the aforementioned boundary buffer) must be agreed by the council, and implemented prior to construction of any buildings on site.

Town Centre

7.32.15 Soham has a historic town centre which provides a range of food (convenience) and non-food (comparison) shops, pubs, community facilities and other services. The main shopping area is focused on the traditional linear High Street, and part of Churchgate Street.

7.32.16 However, the town centre appears to be underperforming, given the population of Soham and its catchment area. Whilst it provides a good range of community facilities, there is a limited choice of shops, restaurants and pubs, and the retail offer could be greater. Footfall in the town centre is relatively low for a town of its size, and the turnover of retail units is high. There is scope to increase the quality and range of the retail offer, and to make the town centre a more vibrant hub for the Soham. Improvements could also be made to the appearance and character of the town centre, to make it more attractive and pedestrian friendly. The town centre does not currently have a market, although it has historically had one. Its re-introduction could be beneficial to the town.

7.32.17 The regeneration of the town centre will require action on a number of levels, and from a variety of sources. The Town Council will continue to play a leading role in this process, and in helping to co-ordinate local action. The establishment of a 'Town Centre Forum' of local businesses should help to focus community efforts and make changes.

Soham12: Soham Town Centre Regeneration

The Council will support, in principle, the redevelopment of sites within the identified Soham town centre area, especially for new, improved and intensification of sites for retail purposes.

All development proposals should have particular regard to:

- a. the setting of the site,
- b. views (such as to the Parish Church),
- c. accessibility (including improving foot and cycle linkages throughout the town centre) and car parking,

- d. potential for office or flats above retail units,
- e. public realm improvements, and
- f. high quality design.

Green Lanes and Commons

7.32.18 Soham has an excellent network of public footpaths, including a large number of historic 'green lanes' which used to provide key routes from the town out into the surrounding countryside, and to the Commons and Mere. Many of these footpaths are along tree-lined routes or bounded by hedgerows, providing very attractive walking routes which enhance the character and setting of Soham. Cambridgeshire County Council has definitive rights of way maps, whilst the Soham Footpaths Society's website provides further information on routes and walks around the town.

7.32.19 This unique heritage should be protected and enhanced, for the benefit of the local community. All development proposals will be expected to respect the integrity, appearance and character of any green lanes/public rights of way within or adjoining development sites – and to demonstrate how they will be improved and enhanced. As a minimum, it should be assumed that all public rights of way should be retained in their original position and not re-located.

7.32.20 Soham also has a unique landscape setting, being surrounded by Commons to the east and west. The Commons cover a significant area, and consists of grazing land and meadows, with a number of ponds and waterways. The Commons are a haven for wildlife – but also provide an excellent green network and recreational facility for the people of Soham. As Common land, they are protected against loss or re-use. However, it is also important that development proposals adjoining or close to the Commons respect its character and setting, and do not adversely affect biodiversity or access. Development proposals will also be expected to explore opportunities to enhance biodiversity and access to the Commons.

Soham13: Green Lanes and Commons

Development schemes on sites which contain or adjoin green lanes and public rights of way should respect their integrity, and not adversely affect their appearance and character. Such schemes should also demonstrate how routes will be improved and enhanced. All public rights of way should be retained in their original position – unless alternative locations would provide significant access benefits.

The wildlife, landscape and recreational quality of the Commons should be protected and enhanced. Development proposals should demonstrate no significant adverse impact on the quality, character, accessibility and biodiversity value of the Commons. Development proposals in the vicinity of the Commons should explore opportunities to improve biodiversity, access and landscape improvements on the Commons. To assist the preparation of proposals, and the exploration of opportunities, applicants should have regard to any Strategy for the Commons, if such a Strategy has been prepared (or endorsed) by a competent authority and if it sets out a long term vision and action plan for the Commons. Proposals will be refused which are demonstrably contrary to, or would fundamentally undermine the ability to deliver, the vision and actions set out in such a Strategy.

Policies for Places

7.33 Stetchworth

7.33.1 Stetchworth is a medium village 3 miles south of Newmarket. Stetchworth has a good range of services including church, public house and sports field. In addition, the Ellesmere Centre incorporates a hall, sports facilities, post office and shop. Stetchworth is an attractive village, with a number of listed buildings, the majority of which are located close to Stetchworth Park.

7.33.2 Policy Stetchworth1 aims to preserve and enhance the special qualities of Stetchworth.

Stetchworth1: Stetchworth's Local Character and Facilities

Development proposals in Stetchworth which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and materials.

7.33.3 For Stetchworth, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Stetchworth should contribute towards.

Stetchworth2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Stetchworth should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to the village hall via modernisation of the Ellesmere Centre and extension of shop opening times;
- b. Improvements to sports grounds/open spaces, in consultation with the Parish Council.

7.33.4 There are no housing allocations in Stetchworth. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.34 Stretham

7.34.1 Stretham is a large village 4 miles south of Ely. Stretham has a good range of services including shop, post office, public house, village hall and primary school. The sports field has an all-weather surface. Stretham is an attractive village, with a distinct historic core. There are several listed buildings, the majority of which are within the conservation area.

7.34.2 Policy Stretham1 aims to preserve and enhance the special qualities of Stretham.

Stretham1: Stretham's Local Character and Facilities

Development proposals in Stretham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village. Proposals should consider the village's built form and use of materials.

7.34.3 For Stretham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Stretham should contribute towards.

Stretham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Stretham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improved pedestrian/cycle connectivity to Ely, to other towns and villages in the locality, and to established routes such as PROWs, the National Cycle Network and Cambridgeshire Greenways;
- b. Improvements to community/village hall;
- c. Play or sports facilities for older children and teenagers;
- d. Improved public transport services and facilities.

7.34.4 In terms of allocations for Stretham, one site for development has been identified, as set out below and as identified on the Stretham Inset Policies Map.

Stretham3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
STR.H1	Land at Manor Farm Stretham	6.5	100	See policy Stretham4

Policies for Places

7.34.5 The above preferred site, STR.H1, warrants further clarification through its own bespoke policy.

Stretham4: Site STR.H1 - Land at Manor Farm

The following spacial considerations/requirements apply to proposals for site STR.H1:

- a. Residential development in the region of 100 homes. A large part of the site is currently under construction by a Community Land Trust, with planning permission for 75 units. The remaining allocated part of the site should deliver approximately 25 additional units at land located north of Plantation Gate.
- b. Provision of land for the extension of the cemetery, located at the north of the site.
- c. Vehicular access to the site from Newmarket Road, at the south of the site.
- d. Plantation Gate provides an opportunity for pedestrian and cycle links, connecting the development site to the village centre.

7.35 Stuntney

7.35.1 Stuntney is a small village located 1.5 miles south-east of Ely. Stuntney comprises a small local community with excellent views to Ely Cathedral. Facilities within the village are limited, however there is a social club, church and recreation ground with children's play area. There is a good bus service to Ely and Newmarket/Cambridge.

7.35.2 Policy Stuntney1 aims to preserve and enhance those features and maintain Stuntney's small village identity. The policy includes special protection for views of Ely Cathedral, with such protection extending not only to direct views of the Cathedral but also prevention of any development, such as along Stuntney Causeway, which might distract the eye from long distance views of the Cathedral from the village.

Stuntney1: Stuntney's Local Character and Facilities

Development proposals in Stuntney which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle be supported. New village facilities, such as a small village shop, would also be supported.

No development in the village or along the Causeway will be permitted which impacts, directly or indirectly, on views of Ely or the setting of Ely Cathedral.

Proposals should respect the local character of the village, in particular in relation to building style and height, materials and maintain the open feel of the village with low density developments.

7.35.3 For Stuntney a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, and which development in Stuntney should contribute towards.

Stuntney2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Stuntney should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to pedestrian/cycle routes especially from the village towards Ely;
- b. Improvements to community facilities, including improvements to the existing social club;
- c. Improvements to the recreation area including improvements to existing playing field surface;
- d. Creation of an informal nature reserve/orchard.

7.35.4 There are no housing allocations in Stuntney. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village. One Local Green Space site has been identified, as set out below and as identified on the Stuntney Inset Policies Map.

Policies for Places

Stuntney3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
STU.LGS1	Stuntney Play Area	0.3	N/A	See Policy LP29

7.36 Sutton

7.36.1 Sutton is a large village 6 miles west of Ely, close to the villages of Mepal and Witcham. Sutton is a thriving village with a distinct historic core, including a number of listed buildings and a Conservation Area. From its elevated isle position, Sutton enjoys extensive views across the surrounding fen.

7.36.2 Sutton has a good range of local services, including a shop, takeaways, post office, doctor's surgery, pharmacy, primary school, pre-school, children's centre and a number of sports facilities.

7.36.3 Policy Sutton1 aims to preserve and enhance the special qualities of Sutton.

Sutton1: Sutton's Local Character and Facilities

Development proposals in Sutton which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Through employing good design, development proposals should respect the unique character of the village. Applicants should consider carefully the village's built form and prevalence of certain materials and designs, particularly in locations close to the historic village centre.

To retain the villages' 'isle' character, the protection of key views from the village across the surrounding fenland is of particular importance.

7.36.4 A number of infrastructure items have been identified, for Sutton, either by the community themselves or by local service providers. The following policy captures those items which are considered important and deliverable, and which development in Sutton should contribute towards.

Sutton2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Sutton should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

a. Provision of community facilities, including:

- Expansion of Sutton C of E Primary School and provision of additional pre-school facilities;
- Additional or expanded medical facilities;
- Additional play equipment at Stirling Way play area, particularly catering for toddlers and juniors;
- The creation of a new equipped youth play area;

b. A new burial ground at land north of The Brook or other suitable location elsewhere in the village.

c. Traffic management at The Brook, High Street and The America;

d. Improvements to pedestrian/cycle infrastructure, such as:

- Additional footpaths at Bury Lane and The America;
- Installation of pedestrian crossing at The Brook.

Policies for Places

7.36.5 In terms of allocations for Sutton, two sites for housing development and one for employment and two Local Green Spaces have been identified, as set out below and as indicated on the Sutton Inset Policies Map. Please note that an additional allocation site in the parish of Sutton is also included in this Local Plan, but due to its proximity next to Mepal village, it is set out in the Mepal village section of the Local Plan (section 7.24).

Sutton3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
SUT.H1	Land north of The Brook and west of Mepal Rd	18.3	50-250	See policy Sutton4
SUT.H2	Land east of Garden Close	1.8	25	See policy Sutton5
SUT.E1	Elean Business Park	34.7	N/A	<ul style="list-style-type: none"> The site is an existing business park, of which approx. 18ha is predominantly developed and approx. 17ha is undeveloped employment land; To be developed in accordance with principles established by a variety of existing consents for the site.
SUT.LGS1	Recreation Ground, off The Brook	1.5	N/A	See Policy LP29
SUT.LGS2	Old Recreation Ground, Lawn Lane	4.6	N/A	See Policy LP29

7.36.6 Of the above preferred allocation sites, SUT.H1 and SUT.H2 are of sufficient scale to warrant their own bespoke policies, as set out below.

Sutton4: Site SUT.H1 - Land north of The Brook and west of Mepal Road

The following special considerations/requirements apply to proposals for site SUT.H1:

- Subject to criteria h, development of the site should provide in the region of 250 dwellings, and supporting community facilities;
- A concept plan for the whole site will need to be prepared and submitted as part of a planning application, for approval by the Council;
- On-site provision of open space should include new football pitches and areas of play for infants, juniors and youths. The development should provide land for a new burial ground on-site, or facilitate provision at a suitable location elsewhere in the village;

Policies for Places

- d. Provide a detailed Travel Assessment and Travel Plan, which will demonstrate, amongst other matters, how any adverse impacts on the local highway network will be mitigated. This Assessment should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP16 and LP17, in order to appropriately mitigate against the impacts of development;
- e. The site's principal vehicular access should be located at Mepal Road;
- f. Pedestrian and cycle routes should link the site with adjacent development and to key locations including the primary school and village centre;
- g. A landscaped buffer at the northern boundary is required to frame the development from the open countryside and reduce noise and other health impact from the A142;
- h. Ensure sufficient capacity at the village primary school exists, and if it does not, make appropriate developer contributions to fully mitigate the impact on school places. If a practical option to expand the school (in order to mitigate the impact of the development) does not exist, then a reduction in the residential capacity of the site will be necessary to the point where mitigation becomes deliverable.

Sutton5: Site SUT.H2 - Land east of Garden Close

The following special considerations/requirements apply to proposals for site SUT.H2:

- a. Development of the site will be low density, providing approximately 25 dwellings. This will maintain residential amenity and enable mature trees and hedgerows of value to be retained, and responds appropriately to the built character and proximity to the Conservation Area;
- b. The development should conserve and enhance views of St Andrews Church;
- c. A site-specific flood risk assessment of the site will be required as part of a planning application. Development of the site should provide betterment, mitigation and management of flood risk, particularly in relation to surface and/or groundwater matters.

Policies for Places

7.37 Swaffham Bulbeck

7.37.1 Swaffham Bulbeck is a medium village located between Cambridge and Newmarket. Swaffham Bulbeck has a good range of services, including shop and post office, church, public house, primary school and recreation ground. Swaffham Bulbeck is an attractive village with a large green at its centre. There are a number of listed buildings. The village is covered by an extensive conservation area. The village is in part bounded by the Cambridgeshire Green Belt.

7.37.2 Policy Swaffham Bulbeck1 aims to preserve and enhance the special qualities of Swaffham Bulbeck.

Swaffham Bulbeck1: Swaffham Bulbeck's Local Character and Facilities

Development proposals in Swaffham Bulbeck which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, roof design and materials.

The protection of the green core of the village, in particular the village green, will be important in order to maintain the distinct character of the village.

7.37.3 For Swaffham Bulbeck, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Swaffham Bulbeck should contribute towards.

Swaffham Bulbeck2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Swaffham Bulbeck should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to the public realm, including pavements, additional dropped kerbs and marked crossings;
- b. Provision of a community/village hall or upgraded Denny Pavilion;
- c. Improvements to pedestrian/cycle routes including cycle facilities around the 'triple bends' in the village, proper surfaced cycle links to Wicken Fen/Lode Way cycle route and Swaffham Prior; new pedestrian/cycle crossing over River Cam to Waterbeach linking directly with station and riverside path to city centre;
- d. Bus service to Ely;
- e. Traffic calming through the village;
- f. Investigate feasibility for permissive pedestrian paths linking rights of way around the village.

7.37.4 In terms of allocations for Swaffham Bulbeck, three sites for development have been identified, as set out below and as set out on the Swaffham Bulbeck Inset Policies Map.

Swaffham Bulbeck3: Allocation Sites

Ref	Site Address	Area	Indicative no. Dwellings	Site Specific Requirements
SWB.H1	Land off Heath Road and Quarry Lane	5.0	38	See policy Swaffham Bulbeck4
SWB.H2	Land fronting Heath Road	0.6	18	See policy Swaffham Bulbeck5
SWB.H3	Hillside Mill, Quarry Lane	0.5	12	See policy Swaffham Bulbeck6

7.37.5 All of the allocation sites are of sufficient scale and complexity to warrant their own bespoke policies, as set out below.

Swaffham Bulbeck4: Site SWB.H1 - Land off Heath Road and Quarry Lane

The following special considerations/requirements apply to proposals for site SWB.H1:

- A concept plan will need to be prepared and submitted as part of a planning application, for approval by the Council;
- An urban design solution which creates a series of small groups of dwellings (maximum 8), with each group of a significantly different style/layout, so as to create the perception of a natural evolution of the settlement. Ideally, each group will be completed before the next group commences substantial development;
- Where opportunities arise, the development will need to enhance the conservation area and listed buildings and their settings;
- A maximum of 38 dwellings in total;
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties, and to provide links to other parts of the village;
- Provide vehicular access via Quarry Lane on the south of the site with careful consideration of, and necessary improvements to, wider highway issues;
- Provide a significant landscaping and open space scheme;
- Contribute to improved pedestrian crossing point(s) across Green Bank Road to the recreational ground.

7.37.6 The following policy is specific to site SWB.H2.

Swaffham Bulbeck5: Site SWB.H2 - Land fronting Heath Road

The following special considerations/requirements apply to proposals for site SWB.H2:

- Provide a maximum of 18 dwellings, all fronting onto Heath Road;
- Dwellings should be of various designs and sizes;
- Proposals for self-build will be particularly supported;

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- d. Development of this site should have regard to nearby listed buildings and their settings;
- e. Contribute towards improved pedestrian and cycle access between the site and key facilities in the village (such as school and recreational area).

7.37.7 The following policy is specific to SWB.H3.

Swaffham Bulbeck6: Site SWB.H3 - Hillside Mill, Quarry Lane

The following special considerations/requirements apply to proposals for site SWB.H3:

- a. Pay particular regard to Policy LP4 (Green Belt);
- b. The design of houses should be in keeping with its rural location, and the remains of clunch (chalk stone) buildings should, if possible, be incorporated into the overall design of the housing development;
- c. Any development on site would need to consider the appearance, character and setting of the listed building on the northern boundary.

7.38 Swaffham Prior

7.38.1 Swaffham Prior is a medium village 5 miles west of Newmarket, and 10 miles north-east of Cambridge. The village contains a large number of listed buildings, and most of High Street is designated a Conservation Area. Local village facilities include a primary school, village hall, public house and playground.

7.38.2 Policy Swaffham Prior1 aims to preserve and enhance the special qualities of Swaffham Prior.

Swaffham Prior1: Swaffham Prior's Local Character and Facilities

Development proposals in Swaffham Prior which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size.

7.38.3 For Swaffham Prior, a number of infrastructure items have been identified, either by the community themselves or by the various providers. The following policy captures those items which are considered important and deliverable, which development in Swaffham Prior should contribute towards.

Swaffham Prior2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Swaffham Prior should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Traffic calming/highway improvements including improved access onto Mill Hill from Cage Hill and Heath Road, provision of pedestrian crossing on Mill Hill, traffic calming on Mill Hill and at Lower End between Manor house and national speed limit;
- b. Improvements to community/village hall, including creating more flexible use of hall by developing rear exit as separate entrance, provision of stage and curtains, creation of more storage for use by community groups;
- c. Improvements to pedestrian/cycle routes including improved pedestrian access to the Fens and Lodes, and opportunities to increase circular walks round the village by means of permissive paths;
- d. Improvements to sports ground/open space, including new play equipment, pavilion and toilets for sports field, creation of village green or woods;
- e. Potential for education expansion and improvements.

7.38.4 In terms of allocations for Swaffham Prior, one new housing site and one employment site have been identified, whilst two Local Green Spaces have been identified, as set out below and as identified on the Swaffham Prior Inset policies Map.

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Swaffham Prior3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
SWP.E1	Land at East of Goodwin Farm, Heath Road	1.1	N/A	See Policy Swaffham Prior4
SWP.H1	Rear of 73 High Street	1.4	20	See Policy Swaffham Prior5
SWP.LGS1	Playing Field, High Street	0.3	N/A	See Policy LP29
SWP.LGS2	Coopers Green, Green Head Road	0.3	N/A	See Policy LP29

7.38.5 The employment site lies to the south of the village and is currently agricultural land. The following special policy applies to the site.

Swaffham Prior4: Site SWP.E1 - Land east of Goodwin Farm, Heath Road

The following special considerations/requirements apply to proposals for site SWP.E1:

- Provide street lighting and a kerbed footway on the north-east side of Heath Road, and any other necessary highway improvements as demonstrated through a Transport Assessment.
- Have particular regard to the scale, height, design and massing of buildings, in order to minimise visual impact on the surrounding countryside.
- Provide landscaping along the boundaries with adjoining agricultural land.

7.38.6 This housing site is located south of the village with access from High Street. Some part of the site boundary runs alongside the conservation area boundary and this will require due regard to be given to preserving and enhancing the conservation area and where opportunities arise the settings of nearby listed buildings.

Swaffham Prior5: Site SWP.H1 - Rear of 73 High Street

The following special consideration/requirements apply to proposals for site SWP.H1:

- Have particular regard to the scale, height, design and massing of buildings, in order to preserve and where opportunities arise enhance the conservation area and the listed buildings nearby;
- Careful consideration in respect to access to the site undertaken in consultation with the local highways authority.

7.39 Upend

7.39.1 Upend is a small village approximately 4 miles south-east of Newmarket. Within Upend there are a number of listed buildings, including several thatched cottages, and an extensive conservation area. There are no significant community facilities within the village.

7.39.2 Policy Upend1 aims to preserve and enhance the special qualities of Upend.

Upend1: Upend's Local Character and Facilities

Development proposals within Upend should respect the local character of the village, in particular building materials and features such as window size and arrangement and roof pitch. The rural feel of the village created by building spacing and views to the open countryside between buildings should also be respected and maintained.

7.39.3 For Upend, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Upend should contribute towards.

Upend2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Upend should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed:

- a. Improvements to broadband;
- b. Improvements to pedestrian/cycle routes through the installation of pavements and cycle routes along existing roads.

7.39.4 There are no housing allocations in Upend. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

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7.40 Upware

7.40.1 Upware is a small, very rural village on the east bank of the River Cam. Facilities within the village are limited, but include a riverside public house and marina.

7.40.2 Policy Upware1 aims to protect and enhance the special qualities of Upware.

Upware1: Upware's Local Character and Facilities

Development proposals in Upware which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the very rural nature of the village, and ensure there is no impact on the functionality of the marina.

7.40.3 For Upware, a number of infrastructure items have been identified, either by the community themselves or by the various providers. The following policy captures those items which are considered important and deliverable, which development in Upware should contribute towards.

Upware2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Upware should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to pedestrian/cycle routes including cycle routes to Wicken and Waterbeach and bridge over the river next to the public house;
- b. Provision of allotment land;
- c. Provision of a children's play area.

7.40.4 There are no housing allocations in Upware. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.41 Wardy Hill

7.41.1 Wardy Hill is a small village located 7 miles west of Ely. Wardy Hill has a limited range of services, which include a social club and children's play area. Wardy Hill is an attractive linear village, with distinct building styles at each end, including a listed thatched cottage.

7.41.2 Policy Wardy Hill1 aims to preserve and enhance the special qualities of Wardy Hill.

Wardy Hill1: Wardy Hill's Local Character and Facilities

Development proposals in Wardy Hill which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, materials and window size and arrangement.

The protection of views from the village across fenland to the north will be important to maintain the 'isle' feel of the village.

7.41.3 For Wardy Hill, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Wardy Hill should contribute towards.

Wardy Hill2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Wardy Hill should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of a slide and other equipment at the children's play area.

7.41.4 There are no housing allocations in Wardy Hill. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

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7.42 Wentworth

7.42.1 Wentworth is a small village 5 miles west of Ely. The village is centered on St Peters Church. Within the vicinity of the church are a number of listed buildings. There are limited facilities within Wentworth, however, there is a children's play area, and part of the church is used as a village hall/community room.

7.42.2 Policy Wentworth1 aims to preserve and enhance the special qualities of Wentworth.

Wentworth1: Wentworth's Local Character and Facilities

Development proposals in Wentworth which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as materials, building height and window size.

7.42.3 For Wentworth, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Wentworth should contribute towards.

Wentworth2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Wentworth should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. More equipment for all ages in the new play area;
- b. Improvements to Village Hall, specifically a new heating system;
- c. Need for adequate school places in Witchford for Wentworth children.

7.42.4 There are no housing allocations in Wentworth. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

7.43 Westley Waterless

7.43.1 Westley Waterless is a small linear village 5 miles south of Newmarket. Arranged in small clusters along a single street, the majority of built development is along the northern side. There are limited facilities within the village, however, there is a village hall and a church.

7.43.2 Policy Westley Waterless1 aims to preserve and enhance the special qualities of Westley Waterless.

Westley Waterless1: Westley Waterless' Local Character and Facilities

Development proposals in Westley Waterless which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect and maintain the linear character of the village.

7.43.3 For Westley Waterless, infrastructure priorities have been identified, either by the community themselves, or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Westley Waterless should contribute towards.

Westley Waterless2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Westley Waterless should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Traffic calming scheme at entrances to village.

7.43.4 There are no housing allocations in Westley Waterless. Any new housing, therefore, is likely to be built on suitable 'infill' sites within the village.

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7.44 Wicken

7.44.1 Wicken is a small village on the edge of the Fens near Soham, 10 miles north east of Cambridge and 5 miles south of Ely. The village is centred on three greens that form the heart of the village conservation area with a number of listed and timber framed thatched houses.

7.44.2 Wicken itself has limited services which include a village hall, public house and once per week bus service. The village has a large recreation ground with a Multi-Use Games Area and teenage play equipment. There is also a smaller tot's play area. There is St Laurence's Church and a Methodist Chapel, recently refurbished into community facilities, and a cemetery. The village relies heavily on Soham for its primary and secondary schools, medical services and nearest shops.

7.44.3 The Parish is home to Wicken Fen the first nature reserve acquired by the National Trust (NT). It is one of only four wild fens that survive in the great fen basin, where 99.9% of the fens are now arable. The Fen Vision aims to acquire further land as it becomes available. Wicken Fen consists of a visitors' centre, cafe, education centre and large car park. In 2016, over 60,000 visitors were recorded (Source: National Trust). Car parking is proving to be an issue as visitors avoid the charges at the National Trust and park on the narrow lanes throughout the village. All visitors arrive by car as there is no bus service to the village now except for a single service to and from Ely on Thursday in the middle of the day.

7.44.4 Policy Wicken1 aims to preserve and enhance the special qualities of Wicken.

Wicken1: Wicken's Local Character and Facilities

Development proposals in Wicken which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as layout, scale, building height, materials, window size, massing of buildings and landscaping. The open feel of the village, created by the greens and a prevalence of frontage development along key roads should also be respected, though further ribbon development along key roads, stretching the village further into the countryside should be avoided. Small-scale cul-de-sac and crescent style developments which reflect the street scene and avoid cars parked on main routes in the village, are likely to be the most appropriate design solution.

The protection of open spaces, in particular the village greens, will be important in order to maintain the distinct character of the village.

All development proposals will be carefully scrutinised to ensure there is no significant adverse impact on the Wicken Fen Nature Reserve.

Reflecting a 2015 Housing Needs Assessment, 2 bedroom dwellings should form a significant part of any residential development scheme.

7.44.5 For Wicken, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Wicken should contribute towards.

Wicken2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Wicken should consider whether it is appropriate and necessary to contribute

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towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of a small-scale shop;
- b. Improvements to broadband;
- c. Improvements to cycle routes between Wicken and Soham via Downfields/Drury Lane, and between Wicken and Stretham;
- d. Improvements to play areas, including equipment for older children;
- e. Improvements to village/community hall;
- f. Improvements to sports pitches;
- g. Provision of bus services to Soham, Ely and Stretham;
- h. Improvements to public realm, especially footpath provision and street lighting;
- i. Address any inadequacies in the foul and surface water drainage systems.

7.44.6 Recently, Wicken has seen a large number of 'minor development' schemes approved (i.e. less than 10 dwellings), which cumulatively are considerable for the size of the village and its facilities, many of which are outside the development envelope. No allocations for Wicken are included, though a large number of those recently permitted proposals remain to be commenced and built out.

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7.45 Wilburton

7.45.1 Wilburton is a medium village located 6 miles south-west of Ely. Wilburton has a good range of facilities including a primary school, a Special Educational Needs school, preschool, nursery, pub, social club, shop and post office, garden centre and two churches. There are a number of listed buildings, and the historic core of the village is within a conservation area.

7.45.2 Policy Wilburton1 aims to preserve and enhance the special qualities of Wilburton.

Wilburton1: Wilburton's Local Character and Facilities

Development proposals in Wilburton which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building design and style.

7.45.3 For Wilburton, a number of infrastructure priority items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Wilburton should contribute towards.

Wilburton2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Wilburton should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to sports ground/open space including a new pavilion with better changing facilities and off road parking;
- b. Improved pedestrian/cycle routes to provide links with Stretham, Ely and other key locations;
- c. Improvements to play areas with updated play equipment;
- d. Improvements to the community/village Hall through parking provision;
- e. Road safety improvements;
- f. Improvements to pedestrian facilities at Twenty Pence Road and High Street;
- g. Provision of additional education facilities.

7.45.4 In terms of allocations for Wilburton, two site for development have been identified, as set out below and as identified on the Wilburton Inset Policies Map.

Wilburton3: Allocation Sites

Ref	Site Address	Area	Indicative No. Dwellings	Site Specific Requirements
WIL.H1	Land off Station Road	2.2	35	<ul style="list-style-type: none"> Have particular regard to the site's Conservation Area location, and

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Ref	Site Address	Area	Indicative No. Dwellings	Site Specific Requirements
				<p>consider impacts upon the setting of listed buildings located to the south of the site;</p> <ul style="list-style-type: none"> Mature trees and vegetation of particular merit should be retained in line with Policy LP20
WIL.H2	Land west of Clarke's Lane and south of Hinton Way	1.4	25	See policy Wilburton4.

7.45.5 Site allocation WIL.H2 has sufficient issues to warrant its own bespoke policy, as set out below:

Wilburton4: Site WIL.H2 - Land to west of Clarke's Lane and south of Hinton Way

The following special considerations and requirements apply to proposals for site WIL.H2:

- To be developed as a residential scheme providing approximately 25 dwellings;
- The development should be delivered through a Community Led development scheme (in accordance with Policy LP5), thereby reflecting the aspirations of the local community;
- Direct pedestrian and cycle access to Church Lane/ High Street should be provided;
- Vehicular access to Hinton Way will not be permitted;
- Explore opportunities to provide a direct pedestrian and cycle link from the north or western boundary of the site, to enable access to Wilburton C of E Primary School. Implement such a link if practical and viable to do so;
- Existing mature trees and vegetation should be retained or enhanced where possible, particularly at the western boundary to screen the site, and along the eastern boundary to preserve residential amenity of dwellings which front Clarke's Lane.

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7.46 Witcham

7.46.1 Witcham is a small village located 6 miles west of Ely, and also close to Mepal and Sutton. Witcham has a limited range of services, including church, public house and recreation area, including play area. Witcham is an attractive village centred on a cross roads. There are a number of listed buildings within the village.

7.46.2 Policy Witcham1 aims to preserve and enhance the special qualities of Witcham.

Witcham1: Witcham's Local Character and Facilities

Development proposals in Witcham which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height and materials used in construction. The prevalence of frontage development should also be respected and maintained.

7.46.3 For Witcham, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Witcham should contribute towards.

Witcham2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Witcham should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Improvements to the community/village hall through further development and refurbishment including sport changing facilities;
- b. Improvements to pedestrian/cycle routes through support for completion of A142 cycleway completing link between Witcham Toll and Wentworth;
- c. Improvements to existing play area via refurbishment and maintenance;
- d. Improvements to public transport/community transport following removal of bus subsidy;
- e. A new play area;
- f. Improvements to sports ground/open space.

7.46.4 In terms of allocations for Witcham, one site for development has been identified as a preferred site, as set out below and as identified on the Witcham Inset Policies Map.

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Witcham3: Allocation Sites

Ref	Site Address	Area	Indicative Number of Dwellings	Site Specific requirements
WTM.H1	Kings of Witcham, The Slade	0.4	10	<ul style="list-style-type: none">In accordance with the principles established by consented scheme ref 13/00734/OUT

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7.47 Witchford

7.47.1 Witchford is a large village located one mile west of the City of Ely, neighbouring the Lancaster Way Business Park (the district's flagship Enterprise Zone) and benefits from good connectivity, being located close to both the A10 and A142. Witchford is therefore well-placed to access wider employment, education, retail, services and facilities.

7.47.2 The village itself offers a good range of services, including a shop with post office, churches, village hall and primary and secondary schools. Within the village there are a number of significant areas of open space, including common land. Pedestrian and cycle routes provide links to Ely, Lancaster Way Business Park, and neighbouring villages and the countryside.

7.47.3 Witchford is therefore suitably placed to accommodate significant growth.

7.47.4 Policy Witchford1 seeks to ensure development proposals preserve and enhance the special qualities of Witchford.

Witchford1: Proposals in Witchford

Development proposals in Witchford which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the village, such as building height, roof pitch and window size.

The protection of open spaces and key views to the countryside are of particular importance to maintain the distinct character of the village.

7.47.5 For Witchford, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Witchford should contribute towards.

Witchford2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Witchford should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed.

- a. Provision of additional primary education facilities;
- b. Expansion of secondary education provision at Witchford Village College;
- c. Capacity improvements to the A142/A10 roundabout and Lancaster Way roundabout (A142 / Lancaster Way / Witchford Road);
- d. Traffic management to reduce congestion and deter A142 traffic from using village as a 'rat-run';
- e. Improved public transport services to Ely City Centre and rail station;
- f. Improvements to pedestrian/cycle routes, including:
 - Increased footpath widths with shared provision for pedestrians and cyclists;
 - Cycle priority space at road junctions;

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- Improvement to crossing facilities at Lancaster Way roundabout and A10/A142 roundabout to provide greater connectivity between Witchford and Ely;
 - Continue to invest in cycleways to improve connectivity from villages in west of district to Ely, via Witchford;
 - Improvements to public rights of way and bridleways to improve access to the countryside for pedestrians, cyclists and horse riders.
- g. Provision of retail to enable day-to-day needs to be met within the village;
- h. Improvements to sports provision and open space including:
- New netball courts at Bedwell Hey Lane recreation Ground;
 - Improvements to Victoria Green Park;
 - Improvements to Common Road play area.

7.47.6 In terms of allocations for Witchford, a number of sites for development have been identified, as set out below and as identified on the Witchford Inset Policies Map.

Witchford3: Allocation Sites

Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
WFD.H1	Land north of Field End	7.4	128*	See Policy Witchford4 * maximum, not indicative
WFD.H2	Land at Common Road	9.1	120	See Policy Witchford5
WFD.H3	Land south of Main Road	2.0	46	<ul style="list-style-type: none"> • In accordance with the principles established by consented scheme ref: 17/00261/OUM.
WFD.H4	Land to the rear of 1-7 Sutton Road	0.5	13	<ul style="list-style-type: none"> • In accordance with the principles established by consented scheme ref: 16/00849/FUM
WFD.E1	Sedgeway Business Park	5.4	N/A	<ul style="list-style-type: none"> • B1/B2/B8 uses only • Single storey (max height 5m) buildings, so as to minimise any visual impact on the wider countryside • Appropriate landscaping scheme
WFD.LGS1	Victoria Green	1.5	N/A	See Policy LP29
WFD.LGS2	Millenium Wood	0.4	N/A	See Policy LP29
WFD.LGS3	Manor Road	0.5	N/A	See Policy LP29

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Ref	Site Address	Area (Ha)	Indicative No. Dwellings	Site Specific Requirements
WFD.LGS4	Between Field End and Wheats Close	0.4	N/A	See Policy LP29
WFD.LGS5	Broadway	0.4	N/A	See Policy LP29
WFD.LGS6	Common Road	0.7	N/A	See Policy LP29
WFD.LGS7	Horse Meadow, Main Street	1.7	N/A	See Policy LP29

7.47.7 The allocations at sites WFD.H1 and WFD.H2 have sufficient issues in need of addressing to warrant their own bespoke policies.

7.47.8 The following policy sets out specific requirements for site WFD.H1. Much of the site has planning consent for 'up to 128 dwellings' (ref. 14/00248/OUM). However, to increase the developable area of the site and help ensure the dwelling capacity indicated by the planning consent is achieved without compromising the health and wellbeing of future residents of the site, the site allocation boundary includes an additional parcel of land located west of the consented site. This additional land could be used to better accommodate any of the 128 dwellings which already have consent.

Witchford4: Site WFD.H1 - Land north of Field End

The following special considerations and requirements apply to site WFD.H1:

- Development of a residential scheme, providing up to 128 dwellings for the whole site;
- Establishment of a significant landscape and noise buffer along the northern boundary of the site, adjoining the A142 (see LP26);
- Pedestrian and cycle access should be provided to the Public Right of Way north of Marroway Lane;
- Vehicular access to Marroway Lane will not be permitted;
- If the consented scheme 14/00248/OUM is implemented, utilising the full allowance of 128 dwellings, the area outside of that consented area will then be treated as falling within 'the countryside', and policies of this plan applied accordingly. The development envelope boundary has purposely been drawn to enforce this requirement.

7.47.9 The following policy sets out specific requirements for site WFD.H2

Witchford5: Site WFD.H2 - Land at Common Road

The following special considerations and requirements apply to site WFD.H2:

- Development of a residential scheme, providing approximately 120 dwellings;
- Establishment of a significant landscape and noise buffer along the northern boundary of the site, adjacent to the A142;
- No impact on the safety or operational use of Witchford Village College;
- Provide clear, legible pedestrian and cycle routes to village facilities and centre.

Green Wedge

7.47.10 Green Wedges are open areas around and between settlements. The primary role of Green Wedges is to maintain the distinction between the countryside and built up area and protect the separate identity and character of individual settlements. Green Wedges may also provide opportunities for outdoor sport and recreation and access to the countryside.

7.47.11 This Local Plan designates two Green Wedges adjoining Witchford village. The Witchford Green Wedges are designated to prevent the coalescence of Witchford and Lancaster Way Business Park and to guide future development of the village through ensuring open spaces are incorporated which offer a direct and continuous link to the open countryside.

7.47.12 Whilst the purpose of Green Wedges is to protect the open and undeveloped character of areas within them, it is not intended that they should operate as an absolute restriction on all development proposals. Certain types of development may be acceptable, so long as they are not detrimental to the character, role and function of the Green Wedge within which they are situated. This may include, for example, limited agricultural and nature conservation related development, or essential facilities for outdoor sport and recreation uses.

Witchford6: Green Wedges

Green Wedges, as indicated on the Policies Map, have been identified to fulfil the following functions and policy aims:

- a. Preventing the merging of settlements, protecting their setting and preserving their separate identity, local character and historic character;
- b. To guide development form, ensuring that as settlements grow, open space is incorporated within them;
- c. Creation of a 'green lung' to offer communities a direct and continuous link to the open countryside beyond the urban area;
- d. Provision of an accessible recreation resource, with formal or informal opportunities, close to where people live.

Within the areas identified as Green Wedges, planning permission will only be granted where it can be demonstrated that the development is not contrary or detrimental to the above functions and aims.

Development proposals within a Green Wedge will be expected to have regard to:

- e. The need to maintain the open and undeveloped character of the Green Wedge and the physical separation between Witchford and Lancaster Way Business Park;
- f. Opportunities to improve the quality of green infrastructure within the Green Wedge; and
- g. The maintenance and enhancement of the Public Rights of Way network and links to the countryside, to retain and enhance public access where appropriate to the function of the Green Wedge.

Development proposals adjacent to a Green Wedge will be expected to demonstrate that:

- h. They do not adversely impact on the function of the Green Wedge, taking into account scale, siting, design, materials and landscape treatment;
- i. They have considered linkages to and enhancements of the adjacent Green Wedge.

Policies for Places

7.48 Woodditton

7.48.1 Woodditton, is located south of Newmarket. Woodditton, is the collective term for Ditton Green and Little Ditton. Woodditton has a limited range of services, including a church and public house.

7.48.2 Policy Woodditton1 aims to preserve and enhance the special qualities of Woodditton.

Woodditton1: Woodditton's Local Character and Facilities

Development proposals in Woodditton which directly contribute to maintaining and/or expanding the community facilities present within the village will, in principle, be supported.

Proposals should respect the local character of the individual villages. In particular, regard should be had to building height including roof pitch, materials and window size and arrangement.

7.48.3 For Woodditton, a number of infrastructure items have been identified, either by the community themselves or by the various infrastructure providers. The following policy captures those items which are considered important and deliverable, which development in Woodditton and Saxon Street should contribute towards.

Woodditton2: Infrastructure and Community Facilities

To assist meeting and in accordance with the requirements set out in Policy LP16, development proposals in Woodditton should consider whether it is appropriate and necessary to contribute towards one or more of the identified priority infrastructure items below (listed in no particular order). The contribution could either be direct provision on-site or through developer contributions for off-site provision. The scale of contribution, if deemed necessary and appropriate, should be proportionate to the scale of development proposed

- a. Traffic calming/highway improvements, including warning chevrons at Three Ponds Corner, and Vicarage Lane, extended 30mph limits and street lighting between Little Ditton and Ditton Green.
- b. Improvements to pedestrian/cycle routes through the extension of cycle paths to compensate for reduction in bus services.

7.48.4 There are no housing allocations in Woodditton. Any new housing, therefore is likely to be built on suitable 'infill' sites within the village.

7.48.5 Please note, sites NFR.H1 and NFR.LGS1 are located within Woodditton parish but form part of the 'Newmarket Fringe', and are therefore dealt with in that section.

Open space, sport and recreation standards

Part A: Open Space Standards

Where Policy LP21 requires a contribution, the following standards apply:

Type	Standard (space per person)	Exceptions	Source / Evidence
Informal open space (including for example parks, amenity land, and biodiversity areas)	25 m ²	Can, in whole or part, be provided off-site, if permitted by Policy LP21, with a financial contribution calculated as per the latest Developer Contributions SPD.	Developer contributions SPD 2013 / Fields in Trust Benchmark*
Toddler play area	0.2 m ²	Any of these three types of provision can be located within the 'informal open space' area provided (i.e. not necessarily additional area on top of the 25m ²) Can, in whole or part, be provided off-site, if permitted by Policy LP21, with a financial contribution calculated as per the latest Developer Contributions SPD.	Developer contributions SPD 2013 / Fields in Trust Benchmark*
Junior play area	0.8 m ²		Developer contributions SPD 2013 / Fields in Trust Benchmark*
Youth play area	1 m ²		Developer contributions SPD 2013 / Fields in Trust Benchmark*

* The Standards above replicate what is set out in the Developer Contributions SPD 2013. Separately, Fields in Trust recommend 3.5m² per person for informal open space and 2.5m² per person for 'equipped play' (which is the equivalent of the three 'play area' categories combined above).

Part B: Sports Standards

Where Policy LP21 requires a contribution, the following standards apply:

Type	Standard	Exceptions	Source / Evidence
Playing Pitches (precise type of pitch, such as for football or cricket, to be negotiated on a case by case basis, taking account of current local provision and community aspirations)	1.20ha / 1,000 population (or 12m ² per person)	Standard not required to be achieved only if it can be demonstrated that there is an excess of provision within the applicable parish	Fields in Trust Benchmark

Open space, sport and recreation standards

Part C: Converting dwellings to space requirements

In order to convert the standard per person into standards per dwelling (and subsequently, standard per development scheme), the following formulas apply:

- 1 bed dwellings = assumes 1.2 people average occupancy
- 2 bed dwellings = assumes 1.9 people average occupancy
- 3 bed dwellings = assumes 2.9 people average occupancy
- 4+ bed dwellings = assumes 3.1 people average occupancy

Thus, a development scheme of 10 x 1bed dwellings, 100 x 2bed dwellings and 100 x 3 bed dwellings, would have a total assumed population of:

$$(10 \times 1.2) + (100 \times 1.9) + (100 \times 2.9) = 492 \text{ population}$$

This figure of 492 population can then be used to calculate the area required to meet the above standards.

Source: Cambridgeshire County Council's Research Group, based on census data and development monitoring data. These figures are also used in the 2013 Developer Contributions SPD.

Part D: Maintenance Sum

If any open space or sports provision is to be adopted by the District Council, then a maintenance sum will be required to be paid, in accordance with the latest Developer Contributions SPD.

Parking Provision Standards

The following proposed standards are carried forward from the current adopted Local Plan (2015).

Parking provision (Measurements of floor space refer to gross areas, unless otherwise stated)				
Use class and nature of activity	Staff/residents cars	Public/visitors cars	Minimum cycle parking provision	Notes
Retail & Financial services				
A1:Retail (food)	Allowance included in standard for public and visitors	Up to 1 car space per 14m ²	1 cycle space per 25m ²	
A1:Retail (non food)	Allowance included in standard for public and visitors	Up to 1 car space per 20m ²	1 cycle space per 50m ²	
A2:Financial and professional services	Allowance included in standard for public and visitors	Up to 1 car space per 25m ²	1 cycle space per 30m ²	
Food and Drink				
A3, A4, A5: Restaurants & cafes, pubs/bars & hot food takeaways	Allowance included in standard for public and visitors	Up to 1 car space per 5m ²	1 cycle space per 20m ²	Road side restaurants/transport cafes will require lorry parking provision on merit.
A: Sui Generis (including, retail warehouse clubs, launderettes, taxi/ vehicle hire premises amusement centres)	Up to 7 spaces per 10 staff members	On merit	On merit	
A:Sui Generis (including motor vehicle sales, motor repair garages, petrol filling stations)	Up to 1 car space per staff member	Up to 1 car space per 45m ² of display area, 1 per 35m ² for motor service centre, 1 per 20m ² retail floor area (at petrol filling stations)	On merit	
Business				
B1:Business	Up to 1 car space per 30m ²	Allowance included in standard for staff	1 cycle space per 30m ²	
B2:General industrial	Up to 1 car space per 50m ²	Allowance included in standard for staff	1 cycle space per 50m ²	
B8:Storage and Distribution	Up to 1 car space per 100m ²	Allowance included in standard for staff	On merit	
Communal accommodation				

Parking Provision Standards

Parking provision (Measurements of floor space refer to gross areas, unless otherwise stated)				
Use class and nature of activity	Staff/residents cars	Public/visitors cars	Minimum cycle parking provision	Notes
C1:Hotels	Up to 1 car space per staff bedroom, <u>plus</u> up to 1 space for every 2 non-resident staff members	Up to 1 car space per guest bedroom	1 cycle space per 3 staff members working at the same time	Additional car parking can be provided for bars, restaurants and other facilities available to the public, using the relevant standards for those uses. Staff car and cycle parking relates to the total number of workers required on staff at particular times (including overlapping shifts)
C2:Residential Institutions	Up to 1 car space per for each resident staff member, <u>plus</u> up to 1 space for every 2 non-resident staff members	Up to 1 car space per 4 residents	1 cycle space per 3 members of staff	
Dwellings				
C3:Dwellings in town centres (as defined on the Policies Map)	1 car space per dwelling (average per development)	Up to 1 car space per 6 units	1 cycle space per bedroom	Cycle parking for dwellings can be accommodated within garages, provided there is room for both car and cycle parking. Please also see Additional Guidance for Dwellings at the end of this appendix.
C3:Dwellings (other locations)	1-3 bed dwelling = 2 car spaces 4+ dwelling = 3 car spaces (average per development)	Up to 1 car space per 4 units	1 cycle space per dwelling	
Community facilities				
D1:Non-residential Institutions (museums, libraries, galleries, exhibition halls)	Up to 1 car space for each staff member	Up to 1 car space per 30m ²	1 cycle space per 5 staff members, <u>plus</u> at least 1 space per 35m ²	
D1:Non-residential Institutions (public halls and places of worship)	Allowance included in standard for public/visitors	Up to 1 car space per 4 seats, <u>or</u> up to 1 space per 15m ²	1 cycle space per 8 seats <u>or</u> at least 1 space per 20m ²	
D1:Non-residential Institutions (schools, crèches/ nurseries)	Up to 1 car space for each member of staff	Up to 1 car space per class, up to a limit of 8 spaces	Creche/nurseries: 1 space per 2 staff members working at the same time. Primary schools: 6 cycle spaces per class; Secondary schools: 12 spaces per class	

Parking Provision Standards

Parking provision (Measurements of floor space refer to gross areas, unless otherwise stated)				
Use class and nature of activity	Staff/residents cars	Public/visitors cars	Minimum cycle parking provision	Notes
D1:Non-residential Institutions (clinics, health centres, surgeries)	Allowance included in standard for public/visitors	Up to 5 car spaces per consulting room	2 cycle spaces per consulting room	
D2:Assembly and Leisure (cinemas, and conference facilities)	Allowance included in standard for public/visitors	Up to 1 car space per 5 seats	1 cycle space per 50m ² , <u>or</u> at least 1 space per 8 seats	
D2:Assembly and Leisure (other uses)	Allowance included in standard for public/visitors	Up to 1 car space per 22m ²	1 cycle space per 30m ² of net floor area and 1 space per 15 spectator seats	

Minimum disabled parking provision			
Nature of activity	Staff	Public/visitors	Notes
Existing business premises	At least 1 space for each disabled employee	At least 2% of car park capacity (minimum of 1 space)	
New business premises	At least 5% of car park capacity (minimum of 1 space)	Allowance included in standard for staff	Additional spaces may be required for hotels and other places that cater for large numbers of disabled people
Shopping areas; leisure and recreational facilities; other places open to the public	At least 1 space for each disabled employee	At least 6% of car park capacity (minimum of 1 space)	

Additional Guidance for Dwellings

In addition to the numerical parking standards for dwellings, the following matters also apply:

- Single garages of any size do not count as a parking space;
- Double garages count as one parking space;
- Car ports do not count if the car port has doors/gates, or is clearly insufficient in size to accommodate a car (including access to and around a parked car within it);
- Parking spaces should ideally be on-plot, with two spaces directly accessible on to the highway (i.e. avoid tandem end-to-end parking, or other scenarios whereby one space 'blocks' the exit and entry to the highway for another space);
- On-plot spaces should ensure sufficient room for access to and around the parked car, including by bicycle. This means spaces should be around 6.5m x 4.1m (where bicycle access is also required over this space) or 6.0m x 3.6m (where bicycle access is not required);
- Parking courts can count towards the parking standards (and may be the best design solution in some circumstances), but only the first 12 spaces which the court provides will count. Such courts must be in close proximity to the dwellings which it serves, be an attractive option to use, with clear surveillance. Parking courts to the rear of dwellings are unlikely to meet this criterion;

Parking Provision Standards

- For flats/apartment schemes, the above 12 space limit is relaxed;
- Parking spaces on the highway must be clearly delineated and not impede the flow of traffic. More generally, highway design should ensure landscaping areas/ footpaths/ cycle ways/ etc adjacent to highways do not become informal and unattractive parking areas. This will require careful use of kerbs, bollards and/or tree planting.

Neighbourhood Planning is one of the formal mechanisms introduced by the Localism Act which provides communities with greater influence over their local area. It allows Parish Councils (or Neighbourhood Forums where no Parish Council exists) to prepare a plan or development order that sets policies for the use of land in their area.

The Council is supportive of Neighbourhood Planning and has a duty to support their preparation. Some communities in East Cambridgeshire are already preparing Neighbourhood Plans. Further details of current neighbourhood planning projects and the support offered by the Council are provided on the Council's website.

Strategic Policies in this Local Plan

Planning legislation sets out 'basic conditions' which Neighbourhood Plans (and Neighbourhood Development Orders) must satisfy. To meet the basic conditions, Neighbourhood Plans must be prepared in general conformity with the strategic policies contained within the Local Plan. This means that whilst there is some limited flexibility in how a Neighbourhood Plan may address strategic priorities, ultimately the Neighbourhood Plan must not undermine any strategic policy within this Local Plan.

The table in Chapter 2 (*Strategic Priorities for Development and Use of Land in East Cambridgeshire*) sets out the Local Plan's strategic priorities and lists all strategic policies contained within this Local Plan. Where a policy is not listed in the table, it can be considered that the policy is not 'strategic'.

Policies for Places (Local Plan Chapter 7)

The Policies for Places chapter consists of individual sections for each town/village identified in the Settlement Hierarchy. Each settlement section includes a number of policies which apply only to that specific town/village; each policy is therefore considered **non-strategic**.

The Local Plan distributes housing and jobs growth through identifying specific development sites – known as Site Allocations. Site Allocations are identified for most Main Settlements, Large Villages and Medium Villages, but have generally not been made for Small Villages.

Whilst the Site Allocation policies in Chapter 7 are considered **non-strategic**, each Site Allocation plays an important role in delivering housing and jobs growth needed across the district - a *strategic priority*. Attempts to reduce the overall amount of development identified within a settlement through a Neighbourhood Plan or Neighbourhood Development Order could result in conflict with the Local Plan's strategic policies, meaning the Plan or Order may not meet the basic conditions.

Glossary

Please see the National Planning Policy Framework⁽⁵⁾ for a comprehensive glossary of planning related words and phrases. The following are additional words or terms.

Adoption - the formal decision by the council to approve the final version of a document, at the end of all the preparation stages and examination in public, bringing it into effect.

Amenity - a general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.

Ancient Tree - A tree in its third stage of life.

Ancient Woodland - any wooded area that has been wooded continuously since at least 1600AD. It includes:

- 'ancient semi-natural woodland' - mainly made up of trees and shrubs native to the site, usually arising from natural regeneration;
- 'plantations on ancient woodland sites' - areas of ancient woodland where the former native tree cover has been felled and replaced by planted trees, usually of species not native to the site.

Biodiversity - a contraction of biological diversity, all species of life on earth including plants and animals and the ecosystem of which we are all part.

Brownfield Land - (also known as Previously Developed Land, see NPPF).

Community Facilities - facilities including leisure facilities, libraries, public houses, cultural facilities (such as arts and museum facilities), places of worship and community halls.

Conservation Area - a formally designated area of special historic or architectural interest whose character must be preserved or enhanced.

Development Envelope - a boundary on a map beyond which the local planning authority proposes that a village should not be able to extend.

Development Plan Document (DPD) - A Statutory Planning Document that sets out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the Local Planning Authorities area.

Gypsies and Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Health Impact Assessment - a method of considering the positive and negative impacts of development upon human health.

Heavy Commercial Vehicle (HCV): This is defined by s20 of the Roads and Traffic Act 1988, and includes, for example, any goods vehicle which has an operating weight exceeding 7.5 tonnes.

Infill - the use of vacant land and property within a built-up area for further construction or development (see also "windfall site").

Infrastructure - a collective term which relates to all forms of essential services like electricity, water, and road and rail provision.

5 Available at: <http://planningguidance.communities.gov.uk/blog/policy/>

Listed Building - a building or structure designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, and therefore included in a 'list' of such buildings and structures.

Major Development - Where the phrase 'major development' is used in this Local Plan, it means major development as defined by national legislation at the time. At the time of writing this Local Plan, the phrase is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as follows:

"major development" means development involving any one or more of the following-

- (a) the winning and working of minerals or the use of land for mineral-working deposits;
- (b) waste development;
- (c) the provision of dwellinghouses where-
 - (i) the number of dwellinghouses to be provided is 10 or more; or
 - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
- (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) development carried out on a site having an area of 1 hectare or more.

Minor Development - Any development which is not major development.

National Planning Policy Framework (NPPF) - the Government's national planning policies for England and how these are expected to be applied.

Open Space - areas of undeveloped or largely undeveloped land for leisure purposes - including village greens, allotments, children's playgrounds, sports pitches and municipal parks.

Pitch - means a pitch on a "gypsy and traveller" site

Plot - means a pitch on a "travelling showpeople" site (often called a "yard")

Policies Map (previously known as a Proposals Map)- a map on an Ordnance Survey base which shows where policies in Local Plans apply.

Scheduled Monument - a nationally important archaeological site that has been designated by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979, and therefore included in a 'schedule' of such monuments.

Sequential Approach - an approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.

Settlement Hierarchy - settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher ranking settlements by public transport.

Sustainability Appraisal (SA) - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies in a DPD from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

Glossary

Sustainable Development - usually referred to as “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987).

Sustainable Drainage Systems (SuDS) - an overall term for systems of surface water drainage management that take into account the quantity and quality of runoff, and the amenity value of surface water in the urban environment. The main focus is on source control and the mimicking of natural processes to enable infiltration and gradual discharge into watercourses.

Use Classes - contained within the Use Class Order: a piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.

Veteran Tree - can be defined as such for any of the following reasons:

- due to it being in the ancient stage of its life;
- old relative to others of the same species;
- of interest biologically, ecologically, aesthetically or culturally because of its age.

Windfall Site - a site that comes forward on unallocated land for residential development.