

## **FORDHAM**



### **1. Description of Fordham**

**Fordham** is a large village located four miles north of Newmarket and a mile south of Soham.

The village contains a number of listed buildings and has a designated Conservation Area. The village was also the site of a Royal manor house, and a 13<sup>th</sup> century Gilbertine priory (Fordham abbey), although unfortunately nothing remains. There is an attractive river valley (the River Snail) which passes through the heart of the village, and which provides an important green area between Market Street, River Lane and Mill Lane. The main features of the village are shown on Map xxx.

Fordham has a good range of local services, including several shops, a part-time post office, a beauty salon, two hairdressers, the Royal British Legion, two restaurants, two public houses, a village hall, a community centre, a day care centre for the elderly, two churches, a primary school and pre-school. The recreation ground offers a good range of sporting facilities including bowls, cricket, football, all-weather tennis, and a children's playground. There is a regular bus service to Ely, Newmarket and Cambridge.

South of the village there is cluster of commercial businesses on the Newmarket, Exning and Snailwell Roads, which provide an important source of employment for the area. This includes the storage and distribution companies of Turners and DS Smith, plus other industrial and commercial companies. There are also a number of businesses within the village.

## 2. Key statistics

<i>Fordham</i>	
<i>Population<sup>1</sup></i>	2770
<i>Dwellings<sup>2</sup></i>	1150
<i>New dwellings built 2001-2011 (net)</i>	62
<i>Estimated new dwellings 2012-2031</i>	
<i>Employment<sup>3</sup></i>	11% work from home, 50% travel up to 20km to work, 26% travel over 20km to work
<i>Existing public transport services</i>	A Monday – Saturday regular service to Ely, plus a Monday – Friday regular service to Newmarket and Cambridge (as at 2012)

## 3. Housing

Fordham is likely to continue to grow, with new housing being built on suitable ‘infill’ sites within the village. Additionally, two new housing allocation sites are proposed off Mildenhall Road.

A ‘development envelope’ has been drawn around Fordham to define the built-up part of the village where development (infill and the allocation sites) may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy xx. Development on the allocation sites will need to be in line with Policy FORD 1 and Policy FORD 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy xx and other Local Plan policies as appropriate.

### Land east of 24 Mildenhall Road

The site is located between the Vicarage and a terrace of houses, and is currently in use as a paddock. The site is close to the school and church and within walking distance of the village shop and bus stops. Although it is a small gap site between houses, the site adjoins open countryside and allotments to the rear. The site has an attractive green frontage on Mildenhall Road, with a strong hedgeline along the front, which includes a number of small trees.

It will be important for any development to be sensitively designed to provide a high quality scheme which enhances the setting of Fordham. Particular care should be taken to provide attractive landscaped views of the scheme from along Mildenhall Road, across the fields from Collin’s Hill, and from the countryside and allotments to the rear. This should include retention of as much original hedgeline and planting as possible, and additional planting on all the boundaries (including new trees to off-set any loss on the frontage). It should also involve ensuring that the rear part of the site is sensitively designed with lower densities and sufficient areas of open space, landscaping and garden land close to the boundary with the countryside/allotments.

There is currently a pedestrian crossing island opposite the site on Mildenhall Road. If it is not possible to retain in its current location, this will need to be relocated as part of the development proposal. Vehicular access should be provided at one point into the site, in order to avoid driveways crossing the footpath on Mildenhall Road.

<sup>1</sup> Population for Fordham Parish, Cambridgeshire County Council Research Group (mid-2010)

<sup>2</sup> Dwellings in Fordham Parish, Cambridgeshire County Council Research Group (mid-2010)

<sup>3</sup> Distance travelled to work, East Cambridgeshire 005A and 005B Lower Layer Super Output Areas (covering Fordham and Chippenham), Census 2001

The site is owned by the Parish Council, and there are aspirations to utilise any monies generated from the scheme towards the provision of a new Pavilion building in the village, and/or other priorities identified by the village community through the Parish Council.

**Policy FORD 1: Housing allocation, land east of 24 Mildenhall Road**

0.6 hectares of land is allocated for residential development for approximately 8-10 dwellings. Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to provide a scheme which minimises visual harm to the countryside, enhances the setting of Fordham, and provides attractive landscaped views from Mildenhall Road and Collins Hill.
- Maximise the retention of existing hedgerows and trees on the site, and provide additional landscaping on the site boundaries.
- Provide a single safe vehicular access from Mildenhall Road, which either allows for the retention of the pedestrian island on Mildenhall Road, or involves its relocation as part of the development proposal.
- Provide an element of affordable housing (currently 30%) as required under Policy xx, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with the other policies of the Local Plan.

**Land between 37 and 55 Mildenhall Road**

The site is located between housing on the north side of Mildenhall Road, and is currently an agricultural field. It is a small gap site between houses, and adjoins open countryside to the rear. The site is close to the school and church and within walking distance of the village shop and bus stops.

It will be important for any development to be sensitively designed to provide a high quality scheme which enhances the setting of Fordham and the appearance of Mildenhall Road. This should include retention of as much original hedgerow as possible, and additional planting on the site. Access to the site will need to cut through an existing cycle route, and a safe crossing point will therefore need to be provided. Vehicular access should be provided at one point into the site, in order to minimise driveways crossing the cycle/footpath on Mildenhall Road.

**Policy FORD 2: Housing allocation, land between 37 and 55 Mildenhall Road**

0.3 hectares of land is allocated for residential development for approximately 6 dwellings.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise visual harm to the countryside and provide an attractive scheme which enhances the setting of Fordham.
- Maximise the retention of existing hedgerows on the boundaries of the site.
- Provide safe vehicular access from one point off Mildenhall Road, a new crossing point for the cycle route, and any other necessary highway improvements.
- Provide an element of affordable housing (currently 30%) as required under Policy xx, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

#### **4. Employment**

There are a number of small businesses within the village, including a garage, MOT and service centre, cattery and sports injury clinic. There is also a large cluster of commercial businesses to the south of the village, near Snailwell Road. This includes a number of storage and distribution firms, such as Turners and DS Smith, who have located there due to the area's proximity to the A14. It also includes a number of manufacturing and industrial premises, as well as the Horse Racing Forensic Laboratories.

The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy xxx).

The cluster of employment activity off Snailwell Road in the south of the parish is important to the economy of East Cambridgeshire, and is a key logistical location close to the A14. It is there proposed to allocate 5 additional sites for employment uses (B1/B2/B8) in the area, in order to provide additional capacity for employment development and new businesses. These sites are shown on Map xx. Development on these allocation sites will need to be in line with Policy FORD 3, Policy FORD 4, Policy FORD 5, Policy FORD 6 and Policy FORD 7. Applications are likely to come forward at different points in time on each of these sites. However, there will be a need for some coordination and cooperation in terms of access arrangements. Firstly, vehicular access points will need to be designed in some cases to take account of potential employment development on adjoining land in the future. Secondly, there is a need to provide appropriate facilities to enable a bus service to serve the employment cluster. This will involve the provision of 2 bus stops and lay-bys, plus a pedestrian crossing facility on Newmarket Road – potentially on the stretch of the A142 between the Landwade Road roundabout and the Fordham roundabout. Thirdly the existing footpath from Fordham needs to be upgraded and enhanced, and provision made for cyclists. All applications will be expected to make a contribution through Section 106 agreements

to enable the bus facility to be delivered, and footpath route to be upgraded. Details of access requirements are set out in the individual site policies below.

No new employment allocation sites are proposed on the edge of Fordham village. However, suitable new employment proposals on the edge of the village, will be supported in principle, subject to Policies xx, xx and xx.

### **Land south of Snailwell Road**

The site is located on the A142, opposite DS Smith. It is currently an agricultural field, lying in a triangle between the A142 and Snailwell Road. To the east and south, the site is mainly bounded by industrial estates. However, there are four residential properties which border the site (one on the south side, and three on the northern side).

The area was identified in the District Local Plan (2000) as an area for employment development – but has yet to come forward. A review of future employment needs, as set out in the Council's Jobs Growth Strategy (2012), identifies the logistically important location of the Fordham Snailwell Road employment cluster, and indicates that future expansion of storage and distribution and manufacturing businesses is likely in this locality over the Plan period (up to 2031). The site is currently in the ownership of Turners Ltd.

The site is highly visible from the A142 and Snailwell Road. Therefore, any scheme will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact – and also to minimise harm to nearby residential amenity. Development will also need to maximise retention of existing hedgerows and planting along the boundaries, and incorporate significant areas of landscaping and new planting (particularly along the road boundaries, and adjoining the residential properties). The existing balancing pond within the site provides an attractive feature and will need to be retained. Opportunities to enhance its biodiversity, accessibility and appearance should be explored.

The site lies in an area of archaeological interest. To the north is a site of a Roman villa (a Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. Further archaeological investigation of the site will be required prior to an application being submitted for development.

Vehicular access to the site will need to be provided off Snailwell Road. There is an existing footpath on the north side of Snailwell Road, which stops partway along. This path will need to be extended to the entrance of the allocation site, and a new safe crossing point provided for pedestrians and cyclists into the site. The vehicular access point will also need to have regard to the need to provide future access to the employment allocation on the north side of Snailwell Road.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 3, and ensure a high standard of comprehensive planning.

### **Policy FORD 3: Employment allocation, land south of Snailwell Road**

Approximately 7 hectares of land is allocated for employment development (B1/B2/B8 uses).

A Masterplan will need to be prepared and submitted as part of a planning application, and approved by the District Council.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise the visual impact of the development from the A142 and Snailwell Road, and minimise impact on the amenity of nearby residential properties.
- Maximise the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142, Snailwell Road, and adjoining neighbouring properties).
- Retain and enhance the appearance, accessibility and biodiversity of the existing pond on the northern part of the site
- Provide for an extension to the site of the existing footpath/cycleway which currently stops partway along Snailwell Road, including a new crossing point across Snailwell Road into the site.
- Provide safe vehicular access from Snailwell Road, which takes account of the need to provide future vehicular access to land north of Snailwell Road (see Policy FORD 4 below), and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network, and that adequate surface water drainage and flood storage capacity is provided.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

### **Land north of Snailwell Road**

The site is located on the A142, opposite Turners, and is currently an agricultural field. To the north the site is bounded by commercial land operated by the Horse Racing Forensic Laboratory.

The site is highly visible from the A142 and Snailwell Road. Therefore, any scheme will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact. Development will also need to maximise retention of existing hedgerows and planting along the boundaries, and incorporate significant areas of landscaping and new planting (particularly along the road boundaries).

The site adjoins the attractive valley of the River Snail to the east, which is also an area of historical and archaeological interest. It includes the site of a Roman villa (which is a protected Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. Further archaeological investigation of the site will be required prior to an application being submitted for development. Development will also be required to respect the landscape character and

biodiversity of the River Snail and the setting of the valley. A buffer zone and appropriate landscaping and planting should be provided in this part of the site, and measures investigated to avoid run-off into the River Snail.

Vehicular access to the site will need to be provided off Snailwell Road. There is an existing footpath on the north side of Snailwell Road, which stops partway along. This path will need to be extended to the entrance of the allocation site, and a new safe crossing point provided for pedestrians and cyclists into the site. The vehicular access point will also need to have regard to the need to provide future access to the employment allocation on the south side of Snailwell Road.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.

#### **Policy FORD 4: Employment allocation, land north of Snailwell Road**

Approximately 5.5 hectares of land is allocated for employment development (B1/B2/B8 uses).

A Masterplan will need to be prepared and submitted as part of a planning application, and approved by the District Council.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise the visual impact of the development from the A142 and Snailwell Road
- Protect the landscape character, heritage and biodiversity of the adjacent valley of the River Snail and Scheduled Ancient Monument, through the provision of a buffer zone and appropriate landscaping, and measures to prevent run-off to the river. As part of this, developers will need to provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Provide for the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142, Snailwell Road, and river valley).
- Provide safe vehicular access from Snailwell Road, which takes account of the need to provide future vehicular access to land south of Snailwell Road (see Policy FORD 3 below).
- Provide for an extension to the site of the existing footpath/cycleway which currently stops partway along Snailwell Road, and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

### **Land at Horse Racing Forensic Laboratories (HFL)**

The site is currently owned and occupied by the Horse Racing Forensic Laboratories, who provide forensic testing and rehabilitation/hospital facilities for the race horing industry. It includes a number of buildings, laboratories, offices and parking areas (comprising roughly 3 hectares) – and also open areas and paddocks, some of which are used for rehabilitating racehorses.

The site is extensively landscaped, and provides an attractive parkland setting for the R&D business. However, the site has capacity for further development, and could offer potential for the expansion of the laboratories, plus the development of other employment uses on the site. This may include other R&D or office development (B1 uses), but could include diversification to provide workshops or light industrial units (B2 uses). The other adjoining sites in the Fordham Snailwell Road cluster (see Policies FORD 3, 4, 6 and 7) are considered to offer more suitable opportunities for storage and distribution (B8) development.

Development proposals will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to maintain the quality of the setting, and to minimise the visual impact from the A142. Development will also need to maximise the retention of existing hedgerows and planting, and incorporate areas of landscaping and new planting where appropriate.

The site adjoins the attractive valley of the River Snail to the east, which is also an area of historical and archaeological interest. It includes the site of a Roman villa (which is a protected Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. Further archaeological investigation of the site will be required prior to an application being submitted for development. Development will also be required to respect the landscape character and biodiversity of the River Snail and the setting of the valley. Appropriate landscaping and planting should be provided in this part of the site, and measures investigated to avoid run-off into the River Snail.

There is existing vehicular and pedestrian/cycle access into the site from Newmarket Road. A Transport Impact Assessment will need to be undertaken with any development proposal, to ensure this is adequate and to identify any necessary highways improvements.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.



### **Policy FORD 5: Employment allocation, land at Horse Racing Forensic Laboratories**

Approximately 12 hectares is allocated for employment development (B1/B2 uses). The site is currently partly occupied by the HFL laboratories, but offers potential for further on-site expansion and development.

A Masterplan will need to be prepared and submitted as part of a planning application, and approved by the District Council.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to provide a high quality scheme, and minimise the visual impact of the development from the A142.
- Protect the landscape character, heritage and biodiversity of the adjacent valley of the River Snail and nearby Scheduled Ancient Monument, through the provision of a buffer zone and appropriate landscaping, and measures to prevent run-off to the river. As part of this, developers will need to provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Maximise the retention of existing hedgerows and trees on the site.
- Provide safe vehicular access from Newmarket Road, and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

### **Land north of Turners**

The site is located north of the existing Turners site on Newmarket Road, and adjoins the A142. It is currently an open field, but part of the area has recently gained planning permission for an overflow carpark and lorry park for the Turners operation (planning reference numbers 10/00607/OUT and 11/00681/FUL).

The site will need to be accessed via the existing Turners site. Direct access onto the A142 will not be appropriate.

The site adjoins the A142 and is highly visible on the approach from the north and south. Views across the site are dominated by the large cold stores and packing sheds on the Turners site. Development of this site could provide an opportunity to provide additional screening, landscaping and planting which could improve the appearance of the area. However, any scheme will need to be of a high quality, and involve the provision of buildings which are considerably smaller in height and bulk than on the adjacent Turners site. A range of types of building will help to provide visual interest, but as a guide, should not exceed 9 metres in height. It will also need to include significant areas of landscaping and planting in a buffer adjoining the A142. The applicant will be required to demonstrate that a comprehensive scheme can be brought forward, which improves the landscape quality of the area. A Masterplan will therefore be required for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built

form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 6, and ensure a high standard of comprehensive planning.

**Policy FORD 6: Employment allocation, land north of Turners**

Approximately 8 hectares is allocated for employment development (B1/B2/B8 uses).

A Masterplan will need to be prepared and submitted as part of a planning application, and approved by the District Council.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to provide a high quality scheme which minimises the visual impact of the Turners site from the A142.
- Include a variety of building heights which provide visual interest, and do not exceed 9 metres in height.
- Provide extensive landscaping and planting areas, particularly adjoining the A142.
- Be accessed via the existing Turners site to the south.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

**Land south of Landwade Road**

The site lies between Landwade Road, the A142 and an adjoining railway line. The packing and distribution firm DS Smith is located on part of the site, whilst the land to the south and west is undeveloped. The whole area is owned by DS Smith.

The site will need to be accessed via Landwade Road, rather than the A142. However, further investigation will be required to determine the precise location of the vehicular entrance off Landwade Road. Options to explore include whether the whole area should be accessed from one point, either via the current DS Smith access or via a new access to the west of this; or whether a new additional access point can be safely provided. A Transport Impact Assessment will need to be undertaken with any development proposal, to ensure access is adequate and to identify any necessary highways improvements.

The site is highly visible from the A142 and from the railway line. Development proposals will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact from the A142 and the railway line. Development will also need to maximise the retention of existing hedgerows and planting, and incorporate areas of landscaping and new planting, particularly along the boundaries of the A142 and railway line.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.

**Policy FORD 7: Employment allocation, land south of Landwade Road**

Approximately 14.5 hectares is allocated for employment development (B1/B2/B8 uses). Half of the site (about 7.5 hectares) is currently occupied by development associated with DS Smith, but there is potential for further on-site expansion, particularly to the south and west.

A Masterplan will need to be prepared and submitted as part of a planning application, and approved by the District Council.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise the visual impact from the A142 and railway line
- Provide for the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142 and the railway line).
- Demonstrate that safe vehicular access can be provided from Landwade Road (which takes account of the existing access points and development in the vicinity), and provide necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

## **5. Infrastructure and community facilities**

Residents in Fordham have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below.

	<i>Priority</i>	<i>Suggestions</i>
1	Need for more school places	Work with County Council to ensure that the current shortage of spaces is fully considered and addressed within the next capital expenditure programme.
2	Improvements to pedestrian/cycle routes	Explore separation of cycle paths from footpaths along Mildenhall Road  Work with neighbouring parishes to explore the provision of a cycle path from Fordham to Burwell to Cambridge, and Fordham to Newmarket.
3	Improvements to sports ground/open space	The following options have been identified as priority projects for future funding sources:  <ol style="list-style-type: none"> <li>1. New sports pavilion/centre</li> <li>2. New play area equipment</li> <li>3. Provision of additional seating around village</li> <li>4. New park/gardens/walks</li> <li>5. Maintenance/expansion of inner green core of village</li> </ol>
4	Traffic calming/highway improvements/weight restrictions	Work with District and County Council to ensure better maintenance of footpaths and improved road/footpath surfacing  Seek reduction of 30 mph speed limit on Mildenhall and Isleham Road (including provision of street lighting on Isleham Road)  Improved road safety provision - particularly at school junction, Collin's Hill and through the centre of Fordham  Provision of an additional bus stop on Newmarket Road near Horse Racing Forensic Laboratory  Seek improvements to bus service – particularly for students travelling into or out of Cambridge

The top priority is the provision of more school places at Fordham Primary School. The District Council is working with the County Council to explore options for improving access to school places at Fordham and a number of surrounding local schools. The second priority is improvements to pedestrian/cycle links, with the third being improvements to sports ground/open space. The District Council will work with the Parish Council and County Council to explore options and secure funding for such schemes.

The current community facilities in Fordham (including the shops, pubs, community hall, post office and churches) contribute to the quality of people's lives. The District Council will work with the County Council and Parish Council to secure funding, including developer contributions, to improve facilities wherever possible. The loss of community facilities will also be resisted under Policy xx. Proposals for new community development that benefits the village will be supported in principle, subject to Policies xx and xx.

6. Spatial strategy for Fordham (Map xx)

