

LITTLEPORT



1. Description of Littleport

Littleport is a small market town of about 7300¹ people, located on the A10 between Ely and Downham Market. It has a historic town centre, with a range of local and independent shops, which serve the surrounding area. Other facilities include two primary schools, a library, medical centre, post office and a sports and leisure centre.

A significant amount of housing development has taken place in Littleport in recent years, within the built up area of the town and on new sites to the west of the town. Littleport has also been successful in attracting a significant number of jobs to the district (as highlighted in the District Council's Jobs Growth Strategy) although a number of employment sites remain undeveloped. However, there are not sufficient jobs for all residents and most people commute out of the town for work in Ely and elsewhere. One of the key challenges facing Littleport will be to provide future commercial and employment growth in the town, to reduce the levels of out commuting.

The town centre is a vital community hub, but has a fairly limited range of shops and has seen the loss of retail floorspace to other uses particularly housing in recent years. The proximity of Ely is a particular challenge, with many people traveling to Ely to access the wide range of shopping and leisure facilities available in the city. A key priority for Littleport is to expand the range of shops, eating places and other facilities on offer and to improve the appearance and attractiveness of Littleport town centre as a shopping and leisure destination for local people.

As Littleport continues to grow, it will be important to try and ensure that necessary infrastructure is in place to support development. This includes the construction of a new secondary school in the

¹ Cambridgeshire County Council Research Group – 7,370 population in mid 2010

town, in the near future, which is expected to serve Littleport and the northern part of the District including parts of Ely. A new primary school will also be needed to cater for the expanded population. Details of the expected educational infrastructure requirements are set out in Section 6 below.

Littleport is easily accessed from the A10 and it also benefits from a railway station, which provides access to Cambridge, Ely, Kings Lynn and London (King's Cross Station). However there is a need for additional car parking to be provided at Littleport Rail Station to serve those using the station and to address existing parking problems in the area.

Littleport is characterised by its slightly elevated location above the surrounding Fenland landscape with the River Great Ouse and its floodplain to the east of the town. Although the town benefits from being located close to a key riverside walking/cycling route (which forms part of the national cycling network) direct access to the countryside particularly to the north and west of the town is limited.

To the north-west of Littleport is the Ouse Washes, which is of international and national importance for its wildlife and rare breeding birds and the Wildfowl and Wetland Trust's Welney Wetland Centre.

Key statistics

<i>Littleport</i>	
<i>Population²</i>	7370
<i>Dwellings³</i>	3117
<i>New dwellings built 2001-2011 (net)</i>	650
<i>Estimated new dwellings 2012-2031</i>	
<i>Employment⁴</i>	x% work from home, y% travel up to 20km to work, z% travel over 20km to work
<i>Current public transport services</i>	A Monday – Saturday regular bus service to Ely and Cambridge and a limited service (Thursday only) to Prickwillow and Black Horse Drove. Rail services to Cambridge, Ely, King's Lynn and London Kings Cross (as at June 2012)

2. A vision for Littleport

A vision for Littleport in the year 2031 is set out below – followed by a set of strategic objectives to deliver and facilitate the vision. The vision provides clear direction for development in Littleport up to 2031. It has been developed from the key characteristics and issues described above, and through consultation on the Local Plan. It has also been informed by the Council's 'Littleport Masterplan' document (adopted May 2011), which looked at the long-term growth of Littleport over the next 20 years. Its purpose was to inform debate on the future capacity of Littleport to grow, and feed into development of the Local Plan. The Littleport Masterplan can be viewed on the District Council's website at: www.eastcamb.gov.uk.

The vision and objectives below have been used to develop specific policies to guide the future growth of Littleport. The policies are set out in the following sections, and the spatial plan for Littleport is shown in Map x at the end of this document.

² Population for Littleport, Cambridgeshire County Council Research Group (mid-2010)

³ Dwellings in Littleport, Cambridgeshire County Council Research Group (mid-2010)

⁴ Distance travelled to work, East Cambridgeshire 005A and 005B Lower Layer Super Output Areas (covering Isleham), Census 2001

Littleport Vision Statement

Littleport will be a vibrant 21st century market town, which is enjoyed by residents, visitors and workers and which will continue to have a strong sense of community. Distinctive and high quality new housing developments to the west of the town will support a revitalised town centre which will provide a good range of shops and community facilities and act as a community hub. A range of job opportunities will also be provided as part of new employment sites.

The town will benefit from new and improved community facilities including a new primary and secondary school, attractive greenspaces and links to the wider countryside, which are easily accessible by residents and visitors. Littleport will also continue have a strong sense of community amongst residents in the town.

Littleport strategic objectives

1. Strengthen the role of Littleport town centre by making it a focus for retail development and community facilities and make it a more attractive and pleasant place to visit, which is highly accessible by foot and cycle.
2. Develop a network of greenspaces/links within Littleport and to the River Great Ouse and the wider countryside including through the creation of a new circular route.
3. Provide high quality housing development to the west of Littleport, which is highly accessible on foot, or cycle and has good connections to the town centre and key facilities.
4. Facilitate improved access to Littleport rail station, through additional car parking and enhanced walking and cycling routes.
5. Provide an increased range of job opportunities by enabling further employment growth to the west of the town.
6. Provide sufficient community facilities and services including the provision of new primary and secondary schools within the town to support future housing growth.
7. Protect and enhance the historic environment, particularly within Littleport Conservation Area.

3. Housing

Littleport is the third largest market town in the district, and is likely to continue to grow over the next 20 years.

A 'development envelope' has been drawn around Littleport to define the built-up part of the town where housing development may be permitted. The purpose is to prevent sprawl into the open countryside. 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 Policies xx, xx and xxx, and other Local Plan policies as appropriate.

There are some opportunities for housing development on land within the built-up part of Littleport, on 'infill' sites. It is estimated there could be capacity for perhaps 908 dwellings between 2012 and 2031. Development on infill sites in the town will need to be in line with Policy xx.

Additional development is also proposed on two new sites on the edge of the town. Development on these allocation sites will need to be in line with Policies LITTLEPORT 1 and LITTLEPORT 2 – see details below. The new housing sites are located to the west of the town and should help to support the vitality of the town centre. The two sites have an estimated capacity for 460 - 550 dwellings (505 mid-point estimate). A summary of the potential housing sources in Littleport is set out in the table below.

The town has further capacity to expand to the south – but it is considered vital that the identified Local Plan housing allocations come forward first, to support the vision for the town. Potential 'phase 2' housing areas to the south are shown indicatively in the Littleport Masterplan. It should be noted that these are not precise or accurate allocations, and further investigative work on site deliverability and suitability will be required in the future, prior to allocation in a development plan. Given the significant amount of housing supply in Littleport (from windfall sites and Local Plan allocations) the phase 2 areas are not anticipated to be required until the period beyond 2031. However, this situation will be monitored as part of the annual review process – and a partial review of the Local Plan instigated if necessary.

Table x.x – Estimated housing supply in Littleport 2012-31

Housing sources	Number of dwellings
Outstanding planning permissions	596
Potential large future sites	209
Estimated windfall on large sites	103
Housing allocations (mid-point estimate)	505
TOTAL ESTIMATED SUPPLY	1413

Housing/employment allocation – west of Woodfen Road

The following allocation policy is still being developed as officers are awaiting comments from the County Council as Highways Authority.

This site is located to the west of Woodfen Road, and is currently open farmland. The area is bounded by the A10 to the west, Saxon Way Business Park to the south, and Woodfen Road (including a number of residential gardens) to the east.

The site is identified in the Littleport Masterplan as a potential area for housing and employment development. It is estimated that there is potential for 200 – 250 dwellings and approximately 7 hectares of employment development to be located to the north.

A Transport Assessment will be required to demonstrate that safe access can be achieved to the site, and that any impact on surrounding roads can be mitigated. There is currently one access point into the site from Wisbech Road, which serves neighbouring commercial land. The employment part of this site should be accessed via the existing access point on Wisbech Road. A new vehicular access point off Woodfen Road will also be required to serve the housing part of the site. The Transport Assessment for this site should explore potential options for the location of a new junction off Woodfen Road.

The development should provide good pedestrian and cycle links across the site, between the employment area and the housing development. There is also scope for improvements to be made to Woodfen Road so that it can be developed as an attractive green lane for pedestrians and cycling, which will provide access to other parts of Littleport and the wider countryside. Similarly an additional pedestrian and cycle access point should be provided from the site to Wisbech Road at

a point close to the A10 roundabout. This will provide access to the employment areas to the west of the town.

The potential for a pedestrian and cycle link to be provided from this site to the neighbouring Saxon Way Business Park will also need to be investigated.

The site is located on the edge of Littleport and is highly visible from the A10, and the southern part of Woodfen Road. Therefore it will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Littleport. There will be a need to retain the existing planting which is located on the northern boundary of the site and adjacent to the A10.

A small part of the site close to the A10 is at risk from flooding therefore there will be a need for a Flood Risk Assessment to be submitted with any planning application for this site.

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 LITTLEPORT 1, and ensure a high standard of comprehensive planning.

Policy LITTLEPORT 1: Housing/employment allocation, west of Woodfen Road

Approximately 17 hectares of land is allocated for housing and employment development for approximately 200-250 dwellings and a minimum of 7 hectares for B1/B2/B8 uses.

A Masterplan for the whole area will need to be prepared and submitted as part of an outline planning application, and approved by the District Council.

Development proposals will be expected to:

- 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 minimum of xx hectares of public open space on-site, including land for provision of a play area.
- Have particular regard to the layout and scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining residential properties and screen the site from the A10 and the surrounding countryside.
- Demonstrate through a Transport Assessment that the site can be safely accessed by vehicles. This may involve provision of two separate access points with the housing part of the scheme accessed via Woodfen Road and the employment area accessed off Wisbech Road. These routes should also be suitable for pedestrian and cycle access.
- Provide pedestrian/cycle access from Wisbech Road at a point located close to the A10 roundabout.
- Provide pedestrian/cycle access from Woodfen Road to the south of the proposed highway access for the housing development.
- Provide a pedestrian link across the site from Wisbech Road to Woodfen Road as part of circular walking route around Littleport.
- Provide effective pedestrian and cycle access between the housing and employment parts of the site.
- Provide pedestrian/cycle access from Woodfen Road to the south of the proposed highway access for the housing development.
- Contribute towards improvements to Woodfen Road to ensure that it is an attractive pedestrian/cycle route.
- Investigate potential for provision of pedestrian and cycle link between the site and the neighbouring Saxon Way Business Park.
- Provide necessary highway improvements and traffic calming on nearby roads, as demonstrated in a Transport Assessment.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Littleport.
- Demonstrate that flood risk on site can be adequately mitigated.
- Demonstrate that potential noise impacts from the A10 can be mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with other policies in the Local Plan.

Housing allocation – land west of Highfields

This site is located to the west of the town and is adjacent to the Highfields housing development (which is partially developed with the remainder of the site being under construction or undeveloped). The site is currently open farmland and is identified in the Littleport Masterplan as a potential area for housing development.

The site is bounded by an existing tree belt and grassland to the north, hedgerows to the south and a balancing pond (which is enclosed by a fence to prevent access) located close to Woodfen Road.

The site would be an extension of the existing Highfields housing estate, and would need to be accessed via the Highfields road network. Therefore its delivery will be dependant upon appropriate highway links and connections being made to the Highfields estate. It is estimated there is potential for approximately 260 - 300 dwellings on the site. However there is potential for further housing development to the south of this site as highlighted above. Therefore there will be a need to ensure that any development has regards to the design of the Highfields development and allows for future housing development south to Grange Lane.

A transport assessment will need to be carried out to demonstrate that the site can be safely accessed and that any impacts on nearby highways can be adequately mitigated e.g. through traffic calming and other highways improvements.

This site will also need to provide appropriate connections to the existing highway and pedestrian and cycling routes which form of the Highfields development to enable access to the town centre. There will also be a need to be provide additional pedestrian and cycle access across the site from the north-west corner to the north-east corner of the site to provide part of a key circular route for Littleport. There is also a need to formalise the existing informal footpath located on the northern boundary of the site, which is currently used by residents to gain access to Woodfen Road.

The site is located on the western edge of Littleport and is partially visible from Woodfen Road and Grange Lane. The site is also higher than the surrounding area to the west with the land sloping down towards Woodfen Road. Therefore it will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Littleport.

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 LITTLEPORT 2, and ensure a high standard of comprehensive planning.

Policy LITTLEPORT 2: Housing allocation, land west of Highfields

13.25 hectares of land is allocated for residential development for approximately 260 – 300 dwellings

A Masterplan for the whole area will need to be prepared and submitted as part of an outline planning application, and approved by the District Council.

Development proposals will be expected to:

- 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 minimum of xx hectares of public open space on-site, including land for provision of a play area.
- Have particular regard to the layout and scale, height, design and massing of buildings, and landscaping, in order to minimise visual impact from Woodfen Road, Grange Lane and the surrounding countryside.
- Provide pedestrian and cycle links from the site to the town centre via the adjoining Highfields development (Tilling Way/Cornfield Lane) and Upton Place.
- Provide a pedestrian and cycle link across the site from Woodfen Road as part of circular walking route around Littleport.
- Contribute towards improvements to Woodfen Road to ensure that it is an attractive pedestrian/cycle route.
- To relate well to the established design character of the Highfields development and allow for future housing development to the south of the site.
- Provide safe vehicular access from Highfields Road (vehicular route which currently has benefit of planning permission).
- Provide necessary highway improvements and traffic calming on nearby roads, as demonstrated in a Transport Assessment.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Littleport
- Demonstrate that potential noise impacts from the A10 can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with the other policies of the Local Plan.

4. Employment

Littleport has a range of employment opportunities, with a number of commercial and industrial firms mainly in industrial parks on the edge of the town on Wisbech Road and Saxon Way Business Park. Other key employers in the town include the primary schools, medical centre, and shops and businesses located in the town centre.

Littleport has been successful in attracting a significant number of jobs in comparison to other larger settlements within the district (East Cambridgeshire Jobs Growth Strategy). Littleport Parish has also performed well in terms of the amount of gross commercial floorspace (27,465 sqm), which has been built since 1999. However larger employment sites at Littleport have not attracted significant levels of interest from potential occupiers in recent years.

The District Council is keen to try and provide more jobs in Littleport, and increase the levels of self-containment (currently 25% - e.g. with 1500 jobs available for 5980 population⁵). As part of this strategy, a number of new sites are proposed for employment development in Littleport to try and increase the stock of commercial premises. This includes new employment sites off Wisbech Road (see Policies LITTLEPORT 3 and LITTLEPORT 4 below). In addition, a new employment area is proposed off Woodfen Road as part of a housing/employment site – see Policy LITTLEPORT 1 in the previous section. A summary of employment potential on these sites is set out in the table below. The table also includes an estimate for additional homeworking employment in Littleport over the plan period. Additional jobs from these sites/sources alone would help to increase the level of self-containment to an estimated 33% by 2031 (with 2374 jobs available from an estimated 7090 people of employment age)⁶.

Table x.x – Employment potential on new sites in Littleport

Location	Hectares	Estimated jobs growth	Policy reference
Land west of Woodfen Road	7 hectares	341	Policy LITTLEPORT 1
Land west of 150 Wisbech Road	1.6 hectares	172	Policy LITTLEPORT 3
Land north of Wisbech Road	4.77 hectares	218	Policy LITTLEPORT 4
Home working		143	
TOTAL ADDITIONAL JOBS		874	

It is also important to try and prevent the loss of existing business premises and land, in order to support local economic growth. This is even more crucial in the context of the current economy where viability and profits margins are low for business development, particularly speculative schemes. The District Council is keen to retain the existing stock of business land and premises in Littleport given this context. Proposals to re-use employment sites in Littleport for other purposes will therefore only be permitted in certain circumstances – as set out in Policy xxx in the Employment Chapter.

Large-scale new employment development should be focused in the allocated employment/mixed use sites – in order to facilitate their development, ensure suitable access, and minimise impact on the setting and character of Littleport. However, small-scale employment schemes that come forward on the edge of Littleport may be supported in principle – subject to Policies xx, xx and xx (as set out in Chapter x).

⁵ The estimate is for the whole parish of Littleport, rather than the town. Source for number of jobs – ONS 2009. Population estimates as derived from Cambridgeshire County Council's Research Group mid-year estimates for 2010.

⁶ Future population estimates as provided by the County Council Research Group, based on housing trajectory

Employment allocation – land west of 150 Wisbech Road

The site is currently grassland (which was formerly in agricultural use) to the north of Littleport. It is adjacent to a petrol filling station and a number of residential properties to the east, and is bounded by the A10 to the west. The site is identified in the Littleport Masterplan as a potential area for employment development.

Given that this site is highly visible from the A10 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 northern and eastern boundaries, and incorporate landscaping and new planting where possible.

Vehicular access to the site will need to be provided from Wisbech Road by reconfiguring the existing junction, which provides access to the petrol filling station (which is in the same ownership as this site). To enable this the existing acoustic bund adjacent to the petrol station will also have to be repositioned as part of the development.

The development scheme will need to incorporate provision of a additional pedestrian link through the site from Black Bank Drove to Wisbech Road, as part of a key circular route for Littleport (see Section 6 on infrastructure).

LITTLEPORT 3: Employment allocation, land west of 150 Wisbech Road

Approximately 1.6 hectares of land is allocated for employment development for B1 and B2 uses on land north of Wisbech Road.

Development proposals will be expected to:

- Provide safe vehicular access from Wisbech Road.
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside and minimise amenity impact upon neighbouring residential properties.
- Maximise the retention of existing trees and hedgerows on site.
- Provide landscaping along the boundaries with the A10, Black Horse Drove and neighbouring residential properties.
- Demonstrate that noise from the A10 can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide a pedestrian link across the site between Black Bank Drove and Wisbech Road as part of circular walking route around Littleport.
- Comply with other policies of the Local Plan.

Employment allocation – land north of Wisbech Road

The site is currently agricultural land on the western edge of Littleport adjacent to an existing agricultural machinery business (Thurlow Nunn Holdings) and north-east of the existing Faraday Business Park.

This site includes land previously identified in the District Council Local Plan (2000) as an area for employment. However part of the existing employment allocation remains undeveloped. Since then it has been identified as a potential future employment site in the Littleport Masterplan. It is also proposed that land to the north of the concrete products factory should also be allocated for employment to enable the expansion of the existing business.

Highway access to the site is provided from two separate points on Wisbech Road. The majority of the site will need to be accessed via the existing access point, which serves Thurlow Nunn Standen. The Highways Authority has advised that there will be a need for improvements to be made to the junction to enable further employment development on this part of the site. The remainder of the site in the ownership of Aggregate Industries will be accessed via the existing concrete factory, as an extension of their site.

This area is located in an area of high flood risk. Therefore a Flood Risk Assessment will be need to be submitted with any planning application(s) for this site.

LITTLEPORT 4: Employment allocation, land north of Wisbech Road

Approximately 4.77 hectares of land is allocated for employment development for B1/B2/B8 uses on land north of Wisbech Road.

Development proposals will be expected to:

- Provide safe vehicular access for the majority of the site from Wisbech Road via the existing junction, which serves Thurlow Nunn Standen. This will require improvements to the junction.
- Provide safe vehicular access to the land to the rear of the concrete products factory on Wisbech Road via the existing factory site.
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside and minimise amenity impact upon nearby residential properties.
- Provide landscaping along the boundaries with nearby residential properties and adjoining agricultural land.
- Demonstrate that the flood risk on the site can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with other policies of the Local Plan.

5. Town Centre

Littleport has a historic town centre which provides a range of food and non-food shops, a public house and community facilities. The current key attractors are the Co-op store, Lloyds Pharmacy and Barclays Bank. There are also a number of important community facilities in or near to the town centre, including the library, village hall and community centre. The main shopping area is focused on Main Street, with a number of retail units (the majority of which are service related) on Granby Street.

However the town centre is not performing as well as it could, given the population of the town and the surrounding area. Although there is a good range of community facilities, there is a fairly limited range of shops, restaurants and pubs, and a number of retail premises have been lost to other uses particularly housing. Footfall is low for a town of its size. Many people travel to Ely to access the wider range of shops and facilities available in the city.

The regeneration and improvement of the town centre is one of the key challenges for Littleport. The increasing population of the town should assist by bringing additional residents and increasing footfall. There are opportunities to provide new and expanded retail units on the High Street and on nearby Crown Street and Granby Street – although no sites which would be large enough to accommodate a supermarket or stores of similar size. Linked to this, it will be important to make improvements to the appearance, attractiveness and accessibility of the town centre, through street works, enhanced links/crossings for pedestrians and cyclists, and provision of more cycle parking. The Littleport Masterplan highlights the benefits that a traffic calming scheme on Crown Lane could bring in slowing down traffic, enhancing the public realm, and benefiting the vitality of the town centre.

The regeneration of the town centre will require action on a number of levels, and from a variety of sources. The recent establishment of a new 'Town Centre Forum' of local businesses should help to focus community efforts and make changes. The District Council will seek to work closely with the Parish Council and the Town Centre Forum to identify potential funding sources.

As part of the strategy it will be important to retain the existing retail units in the town centre and prevent their loss to other uses (in accordance with Policy x). Policy LITTLEPORT 5 below also identifies a number of specific attractions/facilities which are seen as critical to the long-term health and vitality of the town centre, and which are singled out for particular protection. This includes the Co-op supermarket on Main Street (which should be retained for food retail purposes), the community centre (former cinema) on Hempfield Road, and the public car parks at the community centre and off Main Street. The policy below also seeks to protect against the loss of private car parks/parking areas within and close to the town centre, recognising that these support the shops and businesses within Littleport Town Centre.

LITTLEPORT 5: Strategy for Littleport Town Centre

The strategy for the enhancement and development of Littleport Town Centre is as follows:

- The current Co-op site located on Main Street is identified as a key town centre facility and should be retained for its current food retailing use. Re-development schemes will only be appropriate where they involve the re-provision of at least equivalent food retailing floorspace on the ground floor. Other town centre uses may be appropriate on upper floors where proposed.
- Other existing retail units within Littleport Town Centre particularly those located on the Main Street and Granby Street are to be retained. The conversion or redevelopment of existing retail units to other uses (particularly housing) will be discouraged in accordance with policy xx.
- Proposals for additional retail and town centres uses in Main Street, Crown lane and Granby Street will be encouraged.
- Public realm improvements and traffic calming should be provided in Crown Lane to make it more attractive and pedestrian/cyclist friendly.
- Enhanced pedestrian and cycle routes and cycle parking to be provided within the town centre.
- The current public car parking on Main Street should be retained for its current use.
- Privately owned car parks and car parking areas located in or close to the Littleport town centre should be retained – unless applicants can demonstrate that alternative provision of equivalent value can be made to off-set any loss.
- The current community centre site and adjacent public car parking on Hempfield Road should be retained for its current use. Redevelopment schemes will only be appropriate where they involve the re-provision of community uses and an equivalent amount of public car parking.

6. Infrastructure and community facilities

Littleport needs to be served by appropriate levels of infrastructure and facilities, in order to ensure the quality of people’s lives and prevent unnecessary travel. This includes infrastructure such as water, energy, wastewater treatment works, and roads – and community facilities such as schools, open space, health, and sport and recreation facilities.

As outlined in Chapter x, the District Council will continue to work with infrastructure providers to enable the delivery of necessary of infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

It will also be important to protect existing community facilities. As set out in Chapter x, the loss of community facilities will be resisted under Policy xx. Proposals for new community development that benefits Littleport will be supported in principle, subject to Policies xx and xx.

The key future infrastructure and service requirements for Littleport are set out in the table below. These have been identified through technical work, discussions with infrastructure providers, and community consultation - and are linked to the estimated future levels of growth in Littleport over the next 20 years. Further details relating to the school allocation on Camel Road are set out in Policy LITTLEPORT 6 after this table.

Infrastructure / facility	Location	Provider	Delivery date (est.)	Details
Upgrade to wastewater treatment facilities	Littleport Waste Water Treatment Works, Ten Mile Bank	Anglian Water	2015	Capacity in the STW is limited until the upgrades are completed. Development proposals in this period will need to be supported by Anglian Water.
Extension to Millfield Primary School	Grange Lane	Cambridgeshire County Council	Sept 2014	Included in the County Council’s Capital Programme.
New primary school	Land west of Camel Road	Cambridgeshire County Council	TBC	
New secondary school	Land west of Camel Road	Cambridgeshire County Council	TBC	Included in the County Council’s Capital Programme. 5 Forms of Entry school to be provided.
New Pre-school facilities	NK	Cambridgeshire County Council	TBC	
New Nursery(ies)	NK	Private provider(s)	NK	
Expanded Littleport Healthcare Centre	Parsons Lane		TBC	
Expanded Dentist provision	NK	Private company	NK	
Improvements to Littleport Library	Victoria Street	Cambridgeshire County Council	TBC	
New open space and play areas	Various	Developer	Various	Facilitated as part of new housing development schemes.
Improvements to sports facilities	TBC	TBC	TBC	TBC
Cemetery	TBC	Littleport Parish Council	TBC	Options currently being explored by Littleport Parish Council

Infrastructure / facility	Location	Provider	Delivery date (est.)	Details
Allotments	TBC	Littleport Parish Council	TBC	
Additional car parking at Littleport Rail Station	Close to Littleport rail station	East Cambridgeshire District Council/TBC	TBC	The District Council is currently exploring potential options for parking to be provided near to the Littleport Rail Station.
Pedestrian streetscape improvements in and around the town centre	Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane	Cambridgeshire County Council/East Cambridgeshire District Council	TBC	
Improved cycle and pedestrian access including the creation of a new circular pedestrian route to the north, south and east of Littleport.	Routes identified in Littleport Masterplan.	TBC	TBC	
Improved pedestrian/cycle access to the countryside, Little Downham and Ely.	Woodfen Road	TBC	TBC	

Secondary and primary school allocation – land west of Camel Road

Cambridgeshire County Council has identified a need for a new secondary school in Littleport to provide additional secondary places within the Ely/Littleport area. The expectation is that the secondary school will be developed by 2016. The County Council has also identified a need for additional primary school in Littleport, which will be expected to be open by x . The County Council proposes that the schools will be located on adjoining sites, on land off Camel Road to the north of the town.

The site is currently occupied by playing fields, forming part of the grounds and pitches of the Littleport Leisure Centre. Only part of the grounds will be required for the provision of the secondary and primary school – approximately 8.3 ha of land. However, the County Council will be expected to off-set the loss of any pitches, and demonstrate that alternative provision is made in accordance with Policy x. For example, there may be an opportunity to provide additional pitches to the rear of the current Leisure Centre site, on adjoining farmland.

The exact location of the school within the Leisure Centre site will need to be the subject of further investigation work by the County Council. As part of this, the County Council will be expected to explore whether it would be practical to share the current Leisure Centre facilities for school purposes, as sharing facilities may assist their long-term financial viability and security for community use.

The land is an area of high flood risk. A Flood Risk Assessment of the site has been carried out demonstrating that this risk can potentially be mitigated. This will need to be reviewed, and careful regard had to the mitigation of flood risk in the detailed design and layout of a final scheme.

Vehicular access to the site will need to be provided off Camel Road, for cars and buses. The County Council will be expected to demonstrate, via a Transport Assessment, that the site can be safely accessed – either via the existing vehicular access to the Leisure Centre, or via an alternative point. Suitable access should also be provided for pedestrians and cyclists, as demonstrated through the Transport Assessment. Car parking for staff and visitors will also be required.

LITTLEPORT 6: Primary and secondary school allocation, land west of Camel Road

Approximately 8.3 hectares of land to the west of Camel Road is allocated for a new primary and secondary school and associated playing fields, buildings and car parking.

Development proposals will be expected to:

- Have particular regard to the scale, height, design and massing of buildings and landscaping in order to minimise visual impact on Camel Road and minimise amenity impact on neighbouring properties.
- Demonstrate through a Transport Assessment that safe vehicular, pedestrian and cycle access can be provided from Camel Road.
- Provide necessary highways improvements and traffic calming on nearby roads, as demonstrated through a Transport Assessment
- Mitigate the loss of existing playing fields by making alternative provision in line with Policy x.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Demonstrate that the flood risk on the site can be adequately mitigated.
- Comply with other policies of the Local Plan.

7. Spatial Strategy for Littleport (Map x)

