

East Cambridgeshire District Council

Assessment of Site Deliverability in the Market Towns

August 2014

Annex 1 to the Site Assessment Results Technical Background Paper (February 2013)

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1. Introduction

1.1 Role of this document

- 1.1.1 The Inspector's Interim Conclusions Report (July 2014) indicates that the emerging Local Plan does not identify a robust five year supply of housing land (with a potential 320 dwellings shortfall between 2014/15 and 2018/19). The District Council is therefore seeking to identify a number of additional housing sites in the early stages of the Plan period, and to allocate these sites in the Local Plan.
- 1.1.2 This document provides a technical assessment of the suitability, availability and deliverability of housing site options assessed as part of this further modifications stage. The document is one of the background documents to the Local Plan, and is due to be published alongside the Council's further post-hearing proposed modifications in September 2014.

1.2 The Council's approach to option assessment

- 1.2.1 The District Council has focused the search for additional housing allocations on the edge of the Market Towns of Ely, Soham and Littleport. The Market Towns are the largest and most sustainable settlements in the district, with access to services, jobs and public transport links. This approach accords with the Council's settlement strategy as identified in Policy GROWTH 2 in the emerging Local Plan.
- 1.2.2 The assessment process has involved re-appraising housing site options on the edge of the towns, as set out in the original 'Site Assessment Results' document (2013) (Examination Document SE/2). The remainder of the 'Site Assessment Results' document has not been updated and is still applicable. The same assessment methodology was used in this new document, but an additional category of 'Overview of site deliverability' is included, focusing on deliverability for housing development within a five year period¹. The process has involved re-appraising the suitability of housing site options and liaising with key infrastructure providers including the Highways Authority, the Education Authority and Anglian Water. It has also involved contacting landowners and developers, and seeking responses on availability and capacity to deliver housing within 5 years. A full list and details of correspondence from all proposers and sites can be viewed in the 'Landowner and Developers Proposals' document on the Council's website (Examination Document FPH/2).
- 1.2.3 Options on the edge of villages were not assessed as part of the further post-hearings work. However, a number of landowners and developers did contact the Council in July 2014 to indicate that their sites were still available for development. A list of these sites can be viewed in Appendix 2 to this document, as well as the 'Landowner and Developer Proposals' document referred to above.

¹ As defined in footnote 11 in NPPF paragraph 47

- 1.2.4 The housing site options are mainly located immediately adjoining the built-up part of the Market Towns. Sites located further out in the open countryside will generally score less well in terms of accessibility to services and facilities, and are likely to adversely affect either the setting of the town or the character of the countryside. As set out in the Government's National Planning Policy Framework, one of the key objectives should be to avoid sporadic development in the countryside and protect it for its intrinsic sake
- 1.2.5 The criteria used to assess the site options relate to suitability, availability and deliverability. Assessing whether a site is suitable for development involves looking at issues such as accessibility, the impact on the natural/built environment and at physical constraints such as flood risk and access. Availability is assessed in terms of whether a site is available over the Plan period, as informed via contact with landowners/developers. Deliverability of sites is dependent on availability – but can also relate to other aspects such as viability and infrastructure capacity. The following points on the assessment criteria should be noted:
- **Accessibility** - Areas within 300 metres are categorised as being 'close', and >300 metres as 'distant'
 - **Natural assets** – this includes reference to sites of international/national/local nature conservation importance and Green Belt. The assessment has been informed by the County Wildlife Trust and Natural England.
 - **Cultural heritage** – this includes reference to the Conservation Areas, Listed Buildings and Scheduled Ancient Monuments, and archaeology. The assessment has been informed by the County Council's Archaeology team, English Heritage, and the District Council's Conservation Officer.
 - **Flood risk** – the assessment is based on the Environment Agency's Flood Risk Maps and/or the Council's Strategic Flood Risk Assessment
 - **Vehicular access** – Assessment has been informed by the County Council, as Local Highways Authority.
 - **Contamination** – Assessment has been informed by the District Council's Environmental Health team.
 - **Infrastructure capacity** – known deficits have been defined by service and utility providers
 - **Market demands and requirements** – This has been informed by the Council's economic development strategy, as outlined in the Council's 'Jobs Growth Strategy' (2012) and policies in the Submission Draft Local Plan (particularly Policies GROWTH 1, GROWTH 2 and EMP1). which seek to increase the number of jobs in the district, strengthen the local economy, ensure sufficient premises and land for future expansion, and maximise retention of existing employment sites wherever possible.
 - **Viability** – For all sites, this assessment has been informed by the Council's Viability Assessment (December 2011), Viability Addendum (April 2012) and the Strategic Housing Market Assessment (2012). Additional viability work has been undertaken for a number of key strategic sites, as indicated in the relevant tables.
 - **Overview of whether site is 'deliverable'** – 'Deliverable' for housing development, as defined in footnote 11 of the NPPF (paragraph 47): '*...available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable...*'

1.3 Overview of site assessment results

1.3.1 The site assessment results are set out in the tables in chapters 2, 3 and 4 below. In summary, the results for each settlement are as follows:

- Ely – the results indicate there are no further suitable or deliverable options for additional housing growth on the edge of Ely within the next 5 years.
- Littleport – the results indicate there are a number of potential sites on the edge of the town which could be suitable for housing and have no significant infrastructure constraints. However, there is an element of uncertainty regarding market demand and housing delivery in Littleport. In recent years the number of dwellings built in the town has been low (as evidenced in the annual County Council development surveys), and viability in the town is generally more marginal than elsewhere in the district (as evidenced in the Council's CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations on the edge of Littleport, above supply already identified in the emerging Local Plan, will be deliverable within 5 years. In the longer term it is hoped and anticipated that the opening of the new Education Campus (secondary, primary and special school) in 2016 should help to boost the level of development and the attractiveness of the town as a place to live, work and invest. The next review of the Local Plan will provide an opportunity to review the position with regards to market demand, viability and delivery rates in the town.
- Soham – the results indicate that there are a number of specific deliverable sites on the edge of the town that could come forward within 5 years, and which accord with the criteria in the NPPF. The options which score the highest and are most deliverable are sites 4, 5, 11, 12, 16 and part of 19. It is estimated that a total of 510 dwellings could be delivered on these sites within the five year period. This is in excess of the 320 dwelling shortfall identified by the Inspector.

1.3.2 The assessment results indicate that allocating sites on the edge of Soham could present the most sustainable and deliverable solution to the Council's shortfall in five year housing land supply. The District Council has also considered the overall deliverability of this scale of additional housing development in Soham within the five year period. Anglian Water has confirmed there is capacity at the Sewage Treatment Works to deal with this additional level of growth within the five year period – and that there may be a need for upgrades to the foul sewerage network which could be secured through appropriate policy wording and conditions attached to planning applications. The Education Authority (Cambridgeshire County Council) has confirmed that they will be able to deal with this additional level of supply within the five year period, through the expansion of the new Shade primary school and planned works to the Village College. This evidence is attached in Appendix 1 to this report. Natural England has confirmed that this level of additional growth in Soham in the next 5 years will not have an adverse impact on sites of European importance for nature conservation. This evidence is set out in the updated Habitat Regulation Assessment (HRA) Screening Report (August 2014) (Examination Document FPM/7).

- 1.3.3 Other impacts are limited, partly due to the fact the site options on the edge of Soham are identified as 'broad locations' for future housing development in the emerging Local Plan, to come forward in the later part of the Plan period. If the sites are allocated in the Plan they would in effect be 'rolled forward' to be developed earlier than previously envisaged, and the total overall level of growth in Soham over the Plan period would remain the same.
- 1.3.4 In conclusion, the site assessment and overall deliverability assessment results indicate that additional housing allocations on the edge of Soham would be deliverable within the five year period.

2. Ely

2.1 Housing options

2.1.1 A total of 14 sites have been assessed in terms of their suitability, deliverability and availability for residential development. The location of these sites is shown in the maps below, and the assessment results are set out in the following tables.



2.2 Assessment of housing options

- 2.2.1 Ely is a large Market Town, surrounded by low lying fenland and attractive riverside and wetlands areas to the east. The main constraints relate to potential on the character and setting of Ely (including views of Ely Cathedral), flood risk and impacts on sites of nature importance.
- 2.2.2 As shown in the tables below, options 1, 2 and 3 appear to offer the best opportunity for residential expansion of Ely (outside of the current development envelope). This area is already identified in the draft Local Plan for housing (Policy ELY 1 – North Ely). Other sites are located off the natural ‘island’ of Ely, and have problems with either the potential for flooding, adverse impact on nature conservation sites and/or the setting of Ely, Ely Cathedral and conservation area, accessibility problems relating to the separation from the main built up part of Ely or would involve the loss of employment land. The majority of site 5 is designated as a SSSI and County Wildlife Site and is therefore unlikely to be a suitable site for residential development. The development of site 10 could potentially involve the loss of existing community/leisure facilities (Ely Golf Course and playing fields) unless suitable alternative sites were identified. Sites 11 and 12 form part of an important ‘green wedge’ of undeveloped land to the south of the city as identified in the Council’s Environmental Capacity Study and therefore are unlikely to be suitable for further housing development. The development of sites 8, 13 and 14 are also expected to have a significant adverse impact on the setting of Ely and the character of the area.
- 2.2.3 There is some potential adverse impact on the setting of Ely and the character of the countryside arising from development of sites 1, 2 and 3 – this will need to be mitigated through high quality design. It should be noted that there may also be an opportunity for an element of residential development on the ‘town centre opportunity’ sites – see Council’s Technical Background Paper (February 2013) for further details.

Site 1 – North Ely: east of Lynn Road

Appraisal criteria		Assessment
Amount of land available		100+ hectares (1000 dwellings)
Existing land use		Agricultural
Site status		Greenfield
Accessibility	Public transport accessibility	Bus good with existing services extended into the site. Rail good.
	Pedestrian/cycle accessibility	City centre, local shops, open space, primary school, doctors – currently distant, but new scheme likely to include open space, local shops and primary school. Need to safeguard existing footpaths and bridleways. (Masterplan will facilitate new provision or improve pedestrian/cycle linkages).
Environmental impact	Character/visual impact	Large scale development may have adverse impact on open countryside.
	Natural assets	No known constraints
	Cultural heritage	Safeguard views of Ely Cathedral and provide linkages to Ely Country Park
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Suitable
	Contamination	Unknown

	Other	<p>Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment</p> <p>Part of the site lies within an area of search for a new Waste Water Treatment Works for Ely as defined in the Cambridgeshire and Peterborough Waste Plan.</p>
Infrastructure capacity		<p>Upgrades to foul sewerage network required.</p> <p>Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)</p>
Market demand/requirements and viability		No known issues
Site availability		Available for development. Outline planning application approved in principle for up to 800 dwellings on the 28 th March 2014.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – landowner is committed to the development of this site. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Partly – see the housing trajectory in the Council's Housing Supply Paper. Viability of development? Development will require the provision of a primary school, additional green infrastructure/public open space, drainage/flood risk mitigation, pedestrian/cycle routes and highway improvements to Lynn Road and the A10.

Site 2 – North Ely: west of Lynn Road

Appraisal criteria		Assessment
Amount of land available		100+ hectares (1000 dwellings)
Existing land use		Agricultural
Site status		Greenfield
Accessibility	Public transport accessibility	Bus - good with existing services extended into the site. Rail - good.
	Pedestrian/cycle accessibility	City centre, local shops, open space, primary school, doctors – distant, but new scheme likely to include open space, local shops and primary school. Need to safeguard existing footpaths and bridleways. (Masterplan will facilitate new provision or improve pedestrian/cycle linkages).
Environmental impact	Character/visual impact	Large scale development may have adverse impact on open countryside.
	Natural assets	No known constraints
	Cultural heritage	Safeguard views of Ely Cathedral and provide linkages to Ely Country Park
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Suitable
	Contamination	Unknown
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		<p>Upgrades to foul sewerage network required.</p> <p>Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)</p>
Market demand/requirements and viability		No known issues
Site availability		Available for development. Outline planning application approved in principle for 1200 dwellings on the 28 th March 2014.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes – landowner is committed to the development of this site. Is site suitable location for development? Yes Can housing be delivered within 5 years? Partly - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? Development will require the provision of a primary school, additional green infrastructure/public open space, drainage/flood risk mitigation, pedestrian/cycle routes and highway improvements to Cam Drive, Lynn Road and the A10.
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Site 3 – North Ely

Appraisal criteria		Assessment
Amount of land available		200+ hectares (3000 dwellings)
Existing land use		Agricultural
Site status		Greenfield
Accessibility	Public transport accessibility	Bus - good with existing services extended into the site. Rail - good.
	Pedestrian/cycle accessibility	City centre, local shops, open space, primary school, doctors – distant, but new scheme likely to include open space, local shops and primary school. Need to safeguard existing footpaths and bridleways. (Masterplan will facilitate new provision or improve pedestrian/cycle linkages).
Environmental impact	Character/visual impact	Large scale development may have adverse impact on open countryside.
	Natural assets	No known constraints
	Cultural heritage	Safeguard views of Ely Cathedral and provide linkages to Ely Country Park
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Suitable
	Contamination	Unknown
	Other	<p>Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment</p> <p>Part of the site lies within an area of search for a new Waste Water Treatment Works for Ely as defined in the Cambridgeshire and Peterborough Waste Plan.</p>
Infrastructure capacity		<p>Upgrades to foul sewerage network required.</p> <p>Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)</p>
Market demand/requirements and viability		No known issues
Site availability		Available for development. Two planning applications have been approved in principle for 2000 dwellings on the 28 th March 2014.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – landowner is committed to the development of this site. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Partly - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? Development will require the provision of two primary schools, additional green infrastructure/public open space, drainage/flood risk mitigation, pedestrian/cycle routes and highway improvements to Cam Drive, Lynn Road and the A10.

Site 4 – North Ely

Appraisal criteria		Assessment
Amount of land available		250+ hectares (5000 dwellings)
Existing land use		Agricultural
Site status		Greenfield
Accessibility	Public transport accessibility	Bus - good with existing services extended into the site. Rail - good.
	Pedestrian/cycle accessibility	City centre, local shops, open space, primary school, doctors – distant, but new scheme likely to include open space, local shops and primary school. Need to safeguard existing footpaths and bridleways. (Masterplan will facilitate new provision or improve pedestrian/cycle linkages).
Environmental impact	Character/visual impact	Large scale development likely to have significant adverse impact on open countryside and village of Chettisham
	Natural assets	No known constraints
	Cultural heritage	Safeguard views of Ely Cathedral and provide linkages to Ely Country Park
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Suitable
	Contamination	Unknown
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment Part of the site lies within an area of search for a new Waste Water Treatment Works for Ely as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		No known issues
Site availability		Available for development. Two planning applications have been approved in principle for 2000 dwellings on the 28 th March 2014.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – landowner is committed to the development of this site. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Partly - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? Development will require the provision of two additional primary schools, additional green infrastructure/public open space, drainage/flood risk mitigation, pedestrian/cycle routes and highway improvements to Cam Drive, Lynn Road and the A10.

Site 5 – Roswell Pits and east of Clayway Drive

Appraisal criteria		Assessment
Amount of land available		4ha net (5+ hectares gross) 100 dwellings (density of 25 dph)
Existing land use		Agricultural, Ely Country Park, leisure
Site status		Greenfield.
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space – close. City centre, local shops, primary school, doctors – distant.
Environmental impact	Character/visual impact	Development likely to have significant adverse impact on setting of Ely and attractive countryside area. Also need to retain separation between Ely and Queen Adelaide.
	Natural assets	Roswell Pits is a SSSI and County Wildlife Site. Area also includes woodlands and lakes.
	Cultural heritage	Majority of site within Conservation Area. Would involve loss/damage to important community asset - Ely Country Park and wetlands areas.
	Amenity	No adverse impact from allocation – to be determined at planning application stage.

Physical constraints	Flood risk	Part of area is Flood Zone 1 (little or no risk). Part of area is Flood Zone 2 and 3 (higher risk).
	Vehicular access to main roads	Part of area around Roswell Pits may be difficult to provide access to.
	Contamination	Unknown
	Other	Part of area lies within a Waste Water Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application. Part of area lies within a Transport Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Within this area there is a presumption against development which would prejudice the use of the area for the transport of minerals or waste.
	Infrastructure capacity	Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		No known issues.
Site availability		Part of site available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Site is in separate ownership with part being available for residential development. Is site suitable location for development? No. Majority of area is designated as a SSSI and a County Wildlife site therefore it is unlikely to be suitable for residential development. Can housing be delivered within 5 years? Yes (part of site only) – although site is not considered to be a suitable location for development as set out above. Viability of development? Majority of site is designated as a SSSI and County Wildlife Site. If residential development were to be developed adjacent to these sites it would have to provide mitigation measures to avoid adverse impacts on these sites.

Site 6 – Land at Ely Road, Queen Adelaide

Appraisal criteria		Assessment
Amount of land available		16.8 hectares net (21 hectares gross) 420 dwellings (density of 25 dph)
Existing land use		Agricultural, employment
Site status		Mainly greenfield. Employment - brownfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	City centre, local shops, primary school, doctors and open space – distant.
Environmental impact	Character/visual impact	Need to retain separation between Ely and Queen Adelaide.
	Natural assets	Part of site is an open field which is partly designated as a SSSI and County Wildlife Site.
	Cultural heritage	Archaeological investigation would be required as part of planning application for part of site which is available for development.
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Majority of site in Flood Zone 1 (little or no risk). Part of site in Flood Zones 2 and 3 (higher risk).
	Vehicular access to main roads	Existing vehicular access from Ely Road (B1382) to employment site and the rear.
	Contamination	Unknown

	Other	<p>Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.</p> <p>Part of area lies within a Transport Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Within this area there is a presumption against development which would prejudice the use of the area for the transport of minerals or waste.</p>
Infrastructure capacity		<p>Upgrades to foul sewerage network required.</p> <p>Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)</p>
Market demand/requirements and viability		Retention of employment uses is key to the provision of local jobs and economy. Re-use of the employment site for housing would be contrary to this. Proposals for loss would need to be assessed against Policy EMP 1 in the emerging Plan.
Site availability		Part of site available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Site is in separate ownership with the land in employment use potentially being available for residential development. Is site suitable location for development? No. The site is located in Queen Adelaide rather than Ely – and therefore on that basis is not considered to be a sustainable option for additional housing growth within the first five years. In addition, the southern part of the site is an attractive open field which forms an attractive setting to Roswell Pits and green buffer between Ely and Queen Adelaide. The field also includes part of a SSSI and CWS, and is partly in Flood Zones 2 and 3. In addition, the northern part of the site is currently in employment use, and therefore change of use would need to be assessed against criteria in Policy EMP 1 in the emerging Local Plan. Can housing be delivered within 5 years? No – the site is not considered to be a suitable location for development as set out above. Viability of development? Development would require relocation of existing employment use to an appropriate alternative location.

Site 7 – Willow Walk

Appraisal criteria		Assessment
Amount of land available		4ha net (Approx. 5 hectares gross) 100 dwellings (density of 25 dph)
Existing land use		Sewage treatment works, field, Post Office sorting office, Sainsburys, DIY retail businesses
Site status		Mainly brownfield apart from the field.
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space, local shops, Doctors – close. City centre, primary school – distant.
Environmental impact	Character/visual impact	Minimal impact.
	Natural assets	Area adjoins a SSSI and County Wildlife Site.
	Cultural heritage	No known constraints
	Amenity	Potential for odour impact from the Sewage Treatment Works which requires further investigation. See 'other' category below.
Physical constraints	Flood risk	Part of area is Flood Zone 1 (little or no risk). Part of area is Flood Zone 2 and 3 (higher risk).
	Vehicular access to main roads	Area needs to be accessed via Cresswells Lane rather than Willow Walk. The field can therefore only be developed if the Waste Water Treatment Works is relocated, as there is an overground pipe blocking access to Cresswells Lane.
	Contamination	Ground contamination likely to be high as site adjoins the Waste Water Treatment Works and old Municipal Dump.
	Other	Site lies within a Waste Water Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.

Infrastructure capacity	Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability	Existing retail businesses likely to remain as they are worth more than residential development. Retention of employment area (PO) is key to provision of local jobs and economy. Re-use of the employment part for housing would be contrary to this. Proposals for loss would need to be assessed against Policy EMP 1 (draft). Anglian Water has indicated that relocation of the WWTW is not viable.
Site availability	Field is available for development but cannot be accessed unless the overground sewage pipe is removed. Rest of area not available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Only part of the site is known to be available (the field). However, this part cannot be accessed without removal of the overground pipe. Anglian Water has confirmed the Sewage Treatment Works is to be retained. The undergrounding of the pipe could be costly and impact on scheme viability. Is site suitable location for development? No – given the lack of a suitable and deliverable vehicular access to the available land. Can housing be delivered within 5 years? No – for the reasons set out above. Viability of development? Development of the field would require removal of the overground pipe. Anglian Water has confirmed the Sewage Treatment Works is to be retained. The undergrounding of the pipe could be costly and impact on scheme viability.

Site 8 – Riverside area

Appraisal criteria		Assessment
Amount of land available		32ha net (40+ hectares gross) 800 dwellings (density of 25 dph)
Existing land use		Marina, river and functional flood plain, agricultural
Site status		Mainly greenfield apart from the marina buildings.
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space, local shops – close. City centre, Doctors, primary school – distant. Pedestrian and cycle accessibility poor for much of the area, as beyond the natural build up part of the city.
Environmental impact	Character/visual impact	Development likely to have significant adverse impact on setting of Ely and attractive riverside area and countryside.
	Natural assets	County Wildlife Site in vicinity of river.
	Cultural heritage	Loss of important riverside recreation assets. Potential impact of development on views of Ely cathedral.
	Amenity	No adverse impact from allocation – to be determined at planning application stage.
Physical constraints	Flood risk	Most of area is Flood Zone 3 and 3a (high risk) and not suitable for residential development.
	Vehicular access to main roads	Single carriageway bridge to marina will need improvement. Not clear how area between the railway line and river would be accessed.
	Contamination	Likely to be low.
	Other	<p>Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.</p> <p>Part of site lies within a Waste Water Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.</p>
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Cost of access and flood risk mitigation likely to be very high. Marina is a key leisure asset for Ely.
Site availability		Marina is available for development. Rest of area is not known to be available.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Only part of the site is known to be available. Is site suitable location for development? No – given the potential adverse impacts on the setting of Ely and the character of the area. The site is also in Flood Zones 3 and 3a and development fails to accord with the sequential test as there are other available options in the district (as set out in the Council's updated 'Sequential and Exceptions Test Assessment' (Aug. 2014) (Examination Document FPM/6). Can housing be delivered within 5 years? No – it is unclear whether site could be developed for housing given significant costs relating to flood risk and providing appropriate highway access to the available land. Viability of development? Significant highway improvements would be required to improve access to the Marina.
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Site 9 – Station Gateway

Appraisal criteria		Assessment
Amount of land available		24ha net (30+ hectares gross) 400 – 630 dwellings
Existing land use		Employment uses, car showroom, Tesco's store and garage, railway station, agricultural
Site status		Mainly brownfield – part from field at southern end.
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space, local shops – close. City centre, Doctors, primary school – distant.
Environmental impact	Character/visual impact	Parts of area could benefit from redevelopment. Redevelopment will need to be sensitively designed to respect the riverside setting, views of Ely cathedral and the character of the Conservation Area. Development on fields to the south could adversely affect the setting of Ely and appearance of the countryside – attention will need to be paid to design and landscaping.
	Natural assets	County Wildlife Site to rear of Westmill Foods site
	Cultural heritage	Potential impact on views of Ely cathedral. Part of area within a Conservation Area.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical constraints	Flood risk	Part of area is in Flood Zone 2 and 3 (high risk). Mitigation will need to be investigated. Residential development may not be suitable in certain parts.
	Vehicular access to main roads	Suitable.
	Contamination	Unknown.
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Retention of employment is key to provision of local jobs and economy. Will be important to retain mainly B1 and B2 uses in the area, but an element of other employment generating uses may be acceptable. An element of residential development in the area will also be appropriate – particularly in the vicinity of the station and the riverside where it could help to raise the quality of this area. Strategy for the area will be established in the Local Plan and through a Supplementary Planning Document. Cost of flood risk mitigation will need to be factored in.
Site availability		Westmill Foods site is vacant and has been partially cleared. Pre-application discussions held with owners of Westmills Food site in 2013. EMG Ford sites is known to be available for development. Tesco store – a planning application (reference 13/00122/ESF) for the development of a replacement retail store was approved in principle by the District Council on the 6 th November 2013. The Heads of Terms and Planning Obligations for this site were agreed on the 2nd July 2014. Recent discussions have been held with Standens regarding alternative sites for relocation.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Partly yes. The Westmills Food area is immediately available. The Tesco site, EMG Ford and Standens areas are likely to become available shortly. Is site suitable location for development? Yes – this area is currently in employment and retail use and redevelopment of this area would enable the development of a number of large previously developed sites which would have wider benefits to Ely as a whole by providing a more attractive gateway to Ely focused on the rail station. Part of the site lies in an area of high flood risk but the Council's Sequential and Exceptions Test Assessment demonstrates that the exception test would be satisfied. Can housing be delivered within 5 years? Yes, part of the scheme - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? The redevelopment of this area would require the relocation of existing employment and retail uses to other appropriate sites.
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Site 10 – Golf course area

Appraisal criteria		Assessment
Amount of land available		32.8ha net (41 hectares gross) 820 dwellings (density of 25dph)
Existing land use		Golf course, County Wildlife Site, agricultural, school playing fields
Site status		Greenfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space, local shops – close. City centre, Doctors, primary school – distant.
Environmental impact	Character/visual impact	Potential for adverse impact, particularly the areas closest to the A142, A10 and Cambridge Road.
	Natural assets	County Wildlife Site to rear of Westmill Foods site and along drainage channel adjoining playing field.
	Cultural heritage	Potential impact on views of Ely cathedral. Part of area within a Conservation Area. Involves of important community assets, including playing fields and golf course.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical constraints	Flood risk	Flood Zone 1.
	Vehicular access to main roads	Suitable.
	Contamination	Unknown.
	Other	<p>Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment</p> <p>Part of the site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.</p>
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Development would require relocation of playing fields and golf course – these costs would need to be factored in.
Site availability		The County Wildlife Site is available for development.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Only the CWS section is known to be available for development now. Is site suitable location for development? Partly, on the areas of the golf course closest to the built-up part of Ely (providing that an alternative site could be found for the relocation of the golf course). Development on the CWS would cause harm to nature conservation interests. Development on other parts of the site could potentially adversely affect the setting of Ely and the cathedral. Can housing be delivered within 5 years? No. The golf course area is not available for redevelopment. Viability of development? Development would require relocation of playing fields and golf course to suitable alternative location(s).
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Site 11 – Site south of Ely Golf Course

Appraisal criteria		Assessment
Amount of land available		7.04ha net (8.8 hectares gross) 176 dwellings (density of 25 dph)
Existing land use		Agricultural
Site status		Greenfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space, local shops City centre, Doctors, primary school – distant
Environmental impact	Character/visual impact	Potential for significant adverse impact, particularly the areas closest to the A142, A10 and Cambridge Road.
	Natural assets	Number of trees and hedges on the northern and eastern edges of the site.
	Cultural heritage	Would erode important 'green wedge' on the south of the city as identified in Ely Environmental Capacity Study. Potential for adverse impact on the setting of Ely Cathedral and Ely Conservation Area.
	Amenity	Archaeological evaluation required prior to the submission of a planning application Potential for odour impact from the Sewage Treatment Works which requires further investigation. See 'other' category below.
Physical constraints	Flood risk	Flood Zone 1.
	Vehicular access to main roads	Suitable access off Cambridge Road required which could involve remove of existing layby.
	Contamination	Unknown.
	Other	Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment. Part of the site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Development of site is likely to require appropriate contributions to enable the improvement of existing roundabout(s) together with other proposed developments and pedestrian/cycle links to other parts of Ely.
Site availability		Site is available.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes - land is within single ownership and the owner has confirmed that the site is available for residential development. Is site suitable location for development? No - given the potential adverse impacts on Ely Cathedral and Ely Conservation Area. Can housing be delivered within 5 years? Yes – although site is not considered to be a suitable location for development as set out above. Viability of development? Development of site would require suitable vehicular access on to Cambridge Road (potentially removing the existing layby). There would also be requirement for appropriate contributions to improvements to existing roundabout(s).
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Site 12 – Land between Witchford Road and Cambridge Road

Appraisal criteria		Assessment
Amount of land available		12ha net (Approx. 15 hectares gross) 300 dwellings (density of 25 dph)
Existing land use		Agricultural. Small area of open space close to residential properties.
Site status		Greenfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space – close. City centre, local shops, Doctors, primary school – distant.
Environmental impact	Character/visual impact	Potential for significant adverse impact on the setting of Ely.
	Natural assets	No known constraints.
	Cultural heritage	Would erode important 'green wedge' on the south of the city as identified in Ely Environmental Capacity Study. Potential for adverse impact on the setting of Ely Cathedral and Ely Conservation Area.
	Amenity	Archaeological evaluation required prior to the submission of a planning application No adverse impact from allocation – to be determined at planning application stage
Physical constraints	Flood risk	Flood Zone 1.
	Vehicular access to main roads	Suitable.
	Contamination	Unknown.
	Other	Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Development of site is likely to require appropriate contributions to enable the improvement of existing roundabout(s) together with other proposed developments and pedestrian/cycle links to other parts of Ely.
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes - land is within single ownership and the owner has confirmed that the site is available for residential development. Is site suitable location for development? No given the potential adverse impacts on Ely Cathedral and Ely Conservation Area. Can housing be delivered within 5 years? Yes – although site is not considered to be a suitable location for development as set out above. Viability of development? Development of site would require suitable vehicular access on to Witchford Road and Cambridge Road (assuming whole of site was developed). There would also be requirement for appropriate contributions to improvements to existing roundabout(s). 	

Site 13 – Land west of the A10

Appraisal criteria		Assessment
Amount of land available		80ha net (100+ hectares gross) 2000 dwellings (density of 25dph)
Existing land use		Mainly agricultural. A few residential properties, plus a Vets practice. Playing fields and sports clubs.
Site status		Mainly greenfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	Open space – close. City centre, local shops, Doctors, primary school – distant. Pedestrian and cycle accessibility poor, as beyond the natural build up part of the city and separated by the A10.
Environmental impact	Character/visual impact	Potential for significant adverse impact on the setting of Ely and character of the area.
	Natural assets	No known constraints.
	Cultural heritage	Potential impact on views of Ely cathedral.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical constraints	Flood risk	Flood Zone 1.
	Vehicular access to main roads	Access from A10 or Downham Road would need to be investigated as part of Transport Assessment.
	Contamination	Unknown.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		Cost of relocation of any playing fields or sports clubs would need to be factored in.
Site availability		Area adjacent to playing fields and sports clubs available for development (in ownership of ECDC). Rest unknown.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? The availability of the majority of the site is unknown with the exception of land in the ownership of ECDC. Is site suitable location for development? No – the site is located to the west of the A10 which forms the natural boundary to the built-up part of Ely. Residential development in this area would have a potential significant adverse impact on the setting of Ely and the character of the area. The site has accessibility issues given its location. Can housing be delivered within 5 years? Not clear as availability is partly unknown. Viability of development? Development of site would require suitable vehicular access on to the A10.

Site 14 – Land south of Angel Drove

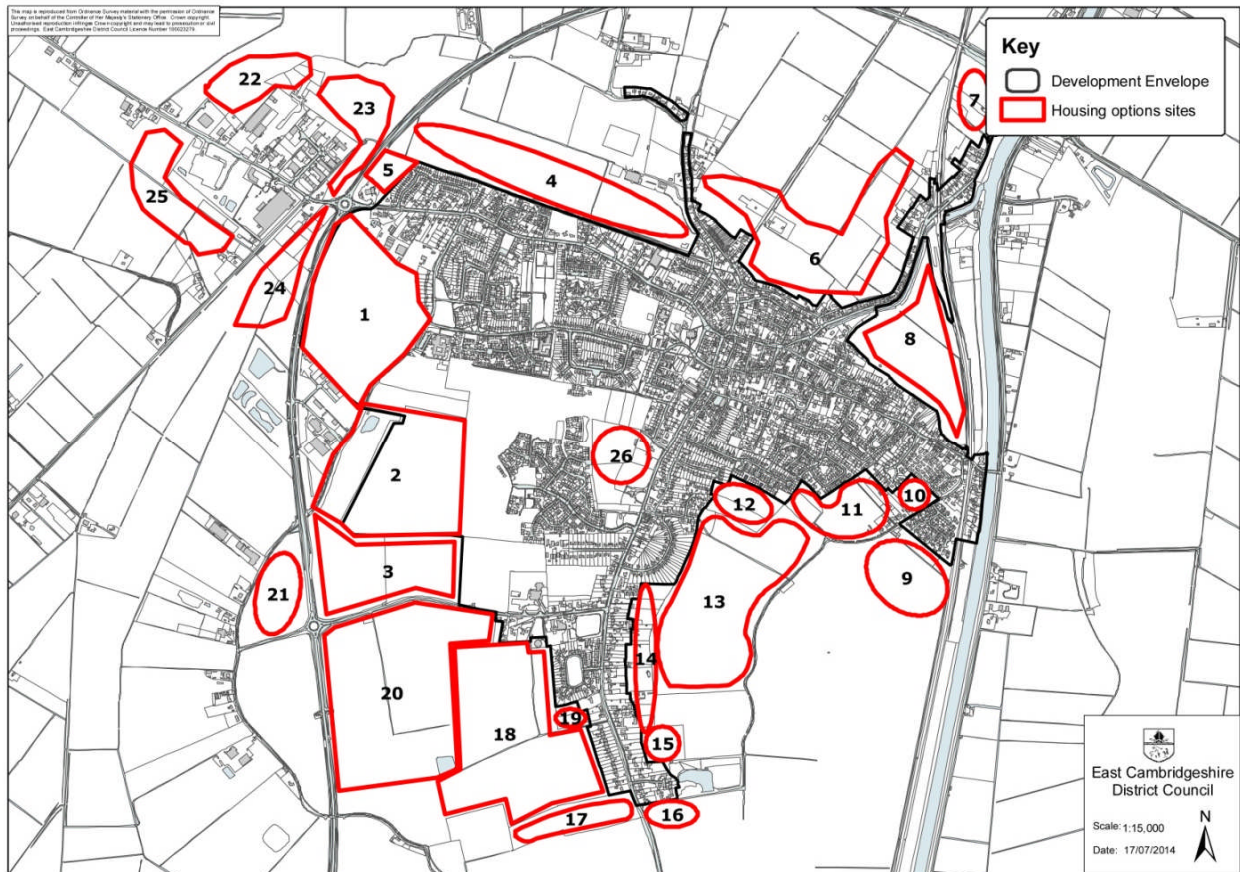
Appraisal criteria		Assessment
Amount of land available		24 hectares net (30+ hectares gross) 600 dwellings (density of 25 dph)
Existing land use		Agricultural and a Waste Water Treatment Works
Site status		Mainly greenfield
Accessibility	Public transport accessibility	Bus – good. Rail - good.
	Pedestrian/cycle accessibility	City centre, local shops, open space, Doctors, primary school – distant. Pedestrian and cycle accessibility poor, as beyond the natural build up part of the city and separated by the A142.
Environmental impact	Character/visual impact	Potential for significant adverse impact on the setting of Ely and character of the area.
	Natural assets	No known constraints.
	Cultural heritage	Potential impact on views of Ely cathedral.
	Amenity	No adverse impact from allocation – to be determined at planning application stage

Physical constraints	Flood risk	Flood Zone 1.
	Vehicular access to main roads	Access would need to be investigated as part of Transport Assessment.
	Contamination	Unknown.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment Part of area lies within a Waste Water Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.
Infrastructure capacity		Upgrades to foul sewerage network required. Two new primary schools needed (Phase 1 2015-2017; Phase 2 2022-2029). New Secondary needed – to be located within Littleport (to open 2016/2017)
Market demand/requirements and viability		No known issues.
Site availability		Unknown.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> • Is site available now? Unknown. • Is site suitable location for development? No – given the potential adverse impacts on the setting of Ely and the character of the area. • Can housing be delivered within 5 years? Not clear as availability is unknown. Site is also considered to be unsuitable for residential development. • Viability of development? Development of site would require suitable vehicular access on to the A10 and potentially require improvements to existing roundabout(s).

3. Littleport

3.1 Housing options

- 3.1.1 A total of 26 sites have been assessed in terms of their suitability, deliverability and availability for residential led/mixed use development and employment development. The location of these sites is shown in the map below, and the assessment results are set out in the following tables.



3.2 Assessment of housing options

- 3.2.1 Littleport is located on an old island in the fen. The main constraints relate to impact on the character and setting of the town, and areas of flood risk
- 3.2.2 As shown in the tables below Options 1 and 2 appear to offer the best opportunity for residential expansion of Littleport in terms of suitability – although only a part of option 1 is likely to be deliverable within 5 years. These two sites are already allocated for housing development in the draft Local Plan. Many of the other site options are either not suitable for development (due to flood risk, access or landscape impact issues).
- 3.2.3 Options 3 (part of), 11, 12, 13, 14, 15, 18 (part of), 19 and 20 (part of) are also available and suitable for residential development. However, it is not certain that delivery will necessarily be

secured within the 5 year period. As identified in the tables below, there is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual completions surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations in Littleport (above supply already identified) will be deliverable in the short term.

Site 1 – West of Woodfen Road

Appraisal criteria		Assessment
Amount of land available		12.6 hectares net (15.8 hectares gross – 30m buffer to A10) 378 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space and school – close. Shops – distant
Environmental impact	Character/visual impact	Part of the site could be developed without an adverse impact
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Site is adjacent to the A10, existing residential properties on Woodfen Road and employment sites (Saxon Way Business Park and Business Park to the north). Need to consider further potential impacts from additional traffic and noise particularly if employment development is proposed.
Physical Constraints	Flood risk	Part of the site is located in Flood Zones 2 and 3 (higher risk).
	Vehicular access to main roads	Potential for vehicular access from Woodfen Road for residential development only. Existing vehicular access from Wisbech Road which serves neighbouring employment land to the north of the site. Would need to explore potential options for vehicular access for employment or school development from the A10 and Wisbech Road as part of Transport Assessment for the site.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		No known site specific issues.
Site availability		Site is available for a mix of residential and employment development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes - land currently in agricultural production and is managed by a single land owner who farms this site and has stated that this land is available for development. Is site suitable location for development? Yes Can housing be delivered within 5 years? Part of the site only – as set out in the Council's Housing Supply Paper. Viability of development? Further work will be required to assess viability dependent upon proposed mix of uses and preferred vehicular access points identified e.g. new vehicular access on to the A10.

Site 2 – Land west of Highfields (1)

Appraisal criteria		Assessment
Amount of land available		10.6 hectares net (13.2 hectares gross) 318 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space and shops – distant School – close
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	[to be completed]
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Less suitable for employment use as would require access via residential areas of town. Housing – no adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk).
	Vehicular access to main roads	Vehicular access would be required from neighbouring Highfields development (currently under construction).
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		Site will provide an extension to the Highfields estate, which has extant permission for a significant number of dwellings still to be completed. Recent delivery rates have been slow (as evidenced in the County Council annual completions surveys).
Site availability		Site is available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes - land currently in agricultural production and is managed by a single land owner who farms this site and has stated that this land is available for development. Is site suitable location for development? Yes Can housing be delivered within 5 years? No – see market demand/viability section above. Site expected to be developed post 2023/24 (see Council's Housing Supply paper for further details). Viability of development? See above.

Site 3 – Land west of Highfields (2)

Appraisal criteria		Assessment
Amount of land available		9.6 hectares net (12 hectares gross – 30m buffer to A10) 288 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space and shops – distant School – close (part of site only)
Environmental impact	Character/visual impact	Part of site has potential for adverse impact.
	Natural assets	Existing hedgerow along Grange Lane.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	Mini roundabout and construction haul road located on Grange Lane which could provide access to the site.
		Potential for vehicular access from site 2 or directly on to Grange Lane.

	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		Forms part of wider Highfields estate which is partially developed with a significant number of outstanding dwellings. Recent delivery rates have been slow (as evidenced in the County Council annual completions surveys). In addition, there is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – land currently in agricultural production and is managed by a single land owner who farms this site and has stated that this land is available for development. Is site suitable location for development? Yes – the area is identified in the Council's emerging Local Plan as a 'broad location' for housing development in the latter part of the Plan period. Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. Viability of development? See above.

Site 4 – Land west of Camel Road

Appraisal criteria		Assessment
Amount of land available		14.6 hectares net (18.2 hectares gross – 30m buffer A10) 438 dwellings (density of 30 dph)
Existing land use		Littleport Leisure Centre and playing fields, Public Open Space and agricultural land
Greenfield/brownfield		Greenfield/brownfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space – close. School and shops – distant
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Site is adjacent to existing residential properties on Woodfen Road and Camel Road. Need to consider further potential impacts at planning application stage.
Physical Constraints	Flood risk	Flood Zone 3 (higher risk). Flood Risk Assessment carried out on part of the site which demonstrates that mitigation measures could be applied to make it suitable for secondary school usage.
	Vehicular access to main roads	Existing vehicular access from Camel Road which serves Littleport Leisure Centre and existing playing fields. Any development will require reconfiguration of part of these areas. Potential for new vehicular access to be provided from Camel Road or Wisbech Road (subject to further investigation).
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.

Market demand/requirements and viability	There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability	Littleport Parish Council land not available for development. Other land - unknown
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Unknown Is site suitable location for development? No. Site lies within Flood Zone 3. The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. In addition, resolution of flood issues may lead to additional development costs.

Site 5 – Land west of 150 Wisbech Road

Appraisal criteria		Assessment
Amount of land available		1 hectares net (1.1 hectares gross – 30m buffer to A10) 30 dwellings (density of 30 dph)
Existing land use		Grassland (formerly agricultural)
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, school and shops - distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	No known constraints.
	Amenity	Site is adjacent to existing residential development, petrol station and A10 – potential impacts from employment development will need to be considered further at planning application stage.
Physical Constraints	Flood risk	Part of the site lies in Flood Zones 2 and 3.
	Vehicular access to main roads	Existing vehicular access from Wisbech Road which serves existing Petrol Station.
	Contamination	Low risk.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available for employment development (current planning application for development of business park).
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? No – available for employment only. Is site suitable location for development? Yes – although site is located close to A10 therefore employment development is likely to be more suitable. Can housing be delivered within 5 years? Not applicable – site has the benefit of planning permission for a business park which is expected to be developed later this year. Viability of development? See market demand/viability section above.

Site 6 – Land north of Silt Road and Back Lane

Appraisal criteria		Assessment
Amount of land available		16.8 hectares net (21 hectares gross) 504 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space – close School and Shops - distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 3 (higher risk)
	Vehicular access to main roads	Existing vehicular access from How Fen Road to residential properties and farm. Unclear whether it would be suitable.
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is partially available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes (in part only) Is site suitable location for development? No. Site lies within Flood Zone 3. The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. Resolution of flood issues may lead to additional development costs.

Site 7 – Land west of Lynn Road

Appraisal criteria		Assessment
Amount of land available		2.8 hectares net (3.5 hectares gross) 84 dwellings (density of 30 dph)
Existing land use		Agricultural/residential
Greenfield/brownfield		Greenfield/brownfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, School and Shops – distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	No known constraints.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 3 (higher risk)
	Vehicular access to main roads	Access off Lynn Road.
	Contamination	Low risk.

Infrastructure capacity	Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability	There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability	Unknown.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? No (current owner's intentions unknown). Is site suitable location for development? No. Site lies within Flood Zone 3. The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. Resolution of flood issues may lead to additional development costs.

Site 8 – Land north-east of City Road

Appraisal criteria		Assessment
Amount of land available		10.2 hectares net (12.7 hectares gross) 306 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, School and Shops – distant
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	No known constraints
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of site lies in Flood Zone 3 (higher risk)
	Vehicular access to main roads	Access off Station Road
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
	Other	Site is crossed by overhead powerlines and has a drain across its northern section.
Infrastructure capacity		Need for new primary and secondary school identified by the County Council. Upgrade to Littleport Waste Water Treatment Works scheduled for Summer 2013.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Unknown.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Unknown. Is site suitable location for development? No. Site mainly lies within Flood Zone 3. The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. Resolution of flood issues may lead to additional development costs.
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Site 9 – Land south-west of Fishers Bank

Appraisal criteria		Assessment
Amount of land available		0.9 hectares net (1.1 hectares gross) 27 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, School and Shops – distant
Environmental impact	Character/visual impact	Development for significant adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Majority of area lies in Flood Zones 2 and 3 (higher risk).
	Vehicular access to main roads	Existing access via single track lane. Concern over inadequate visibility at the Victoria Street Junction and its proximity to the level crossing.
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site location suitable for development? No. Site mainly lies within Flood Zones 2 and 3. The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. Resolution of flood and highway issues may lead to additional development costs.

Site 10 – Land north-east of Rijon, Padnal

Appraisal criteria		Assessment
Amount of land available		0.9 hectares net (1.1 hectares gross) 27 dwellings (density of 30 dph)
Existing land use		Scrub-land
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, schools and shops - distant
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	Mature trees and shrubs present on boundary and within site.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation, to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Existing access via single track lane. Highways access unlikely to be suitable due to inadequate visibility at the Victoria Street Junction and its proximity to the level crossing.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Site is subject to an appeal decision relating to an application for 31 mobile homes (13/00295/FUL). Applicant is committed to delivering homes as quickly as possible. Is site location suitable for development? No – issue regarding access as set out in 'Vehicular access' section above, Can housing be delivered within 5 years? Not applicable – site is not considered a suitable location for residential development. Viability of development? See market demand/viability section above.

Site 11 – Land between Hawthorn Close and Croft Park Road, Padnal

Appraisal criteria		Assessment
Amount of land available		4 hectares net (5 hectares gross) 120 dwellings (density of 30 dph)
Existing land use		Agricultural/residential gardens
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space (parts of site) – close. Schools and shops - distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	Some existing hedgerow. Series of drainage dikes along southern edge.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation, to be determined at planning application stage.
Physical	Flood risk	Flood Zone 1 (little or no risk)

Constraints	Vehicular access to main roads	Existing access via single track lane. Concern over inadequate visibility at the Victoria Street Junction and its proximity to the level crossing. However, access to the site could be explored via Eastfields, as part of a wider development scheme involving options 12 and 13. Part of the site is crossed by an existing right of way which provides access to Croft Park Road from Padnal.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is partly available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? No. Site is in mixed ownership and only part of the site is currently available for development. Is site location suitable for development? Yes – although would need to come forward as part of wider development scheme of options 12 and 13, as the site cannot be accessed off Padnal due to junction visibility issues. Pedestrian/cycle access could potentially be achieved through Croft Park Road to improve connectivity to the town. Can housing be delivered within 5 years? No – would require development of options 12 and 13 first to enable access to the site. Area is in multiple ownership, and would require comprehensive re-development which could delay delivery. No land owner agreement (or similar) is currently in place. Viability of development? See market demand/viability section above.

Site 12 – Land east of Hoof Close

Appraisal criteria		Assessment
Amount of land available		2.2 hectares net (2.8 hectares gross) 55 dwellings (density of 25 dph)
Existing land use		Agricultural/orchard
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space (part of site) – close. Schools and shops – distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	Part of site has extensive tree/shrub coverage.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Access rights from existing farm track to Eastfield Road. Potential for additional/alternative access via Hoof Close or Croft Park Road as part of wider development scheme involving option 13.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.

Market demand/requirements and viability	There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability	Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Site is in mixed ownership but all parties have (separately) confirmed availability. Is site location suitable for development? Partly yes. Woodland area should be retained as rare habitat in fenland setting. Site would need to come forward as part of wider development scheme, involving option 13 – and potentially options 11, 14 and 15. Additional pedestrian/cycle access could be achieved via Croft Park Road to improve connectivity to the town. Can housing be delivered within 5 years? Unlikely - site is in multiple ownership and requires comprehensive development to achieve vehicular access. No land owner agreement (or similar) is currently in place. Viability of development? See market demand/viability section above.

Site 13 – Land at Eastfield Farm

Appraisal criteria		Assessment
Amount of land available		18.3 hectares net (22.86 hectares gross) 549 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	School (part of site) - close. Open space and shops – distant.
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Housing – no adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Vehicular access achievable via Eastfields and/or via demolition of 67 & 69 Ely Road. Access via Ely Road may necessitate traffic lights due to proximity with Grange Lane.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes, vacant possession attainable after harvest each year. Is site location suitable for development? Yes – although potential for adverse visual impact will need to be mitigated by good design, layout and landscaping. Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. If market conditions are favourable, it is likely only a small proportion would come forward within 5 years. The site covers a large area and comprehensive development of the land east of Ely Road could be beneficial (e.g. potentially with options 11, 12, 14 and 15) Viability of development? See market demand/viability section above.
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Site 14 – Land east of 61 – 117b Ely Road

Appraisal criteria		Assessment
Amount of land available		3.2 hectares net (4 hectares gross) 96 dwellings (density of 30 dph)
Existing land use		Residential/garden/paddock land
Greenfield/brownfield		Brownfield/greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	School and open space (parts of site) - close. Shops – distant.
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Housing – no adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Vehicular access achievable via Ely Road but may require demolition of existing properties. Multiple access points are achievable within the area.
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is partly available
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Site is in mixed ownership and is only partly available. Is site location suitable for development? Yes. Although comprehensive development would be desirable parts of the site are capable of being delivered independently. Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. If conditions are favourable, there could be potential for 20 or so dwellings to be delivered within next 5 years on parts of the site where land is within single ownership and benefits from existing access arrangements. Remainder likely to come forward later as part of comprehensive development of wider area (potentially involving options 11, 12, 13 and 15). Viability of development? See market demand/viability section above. 	

Site 15 – Land east of 123 – 129a Ely Road

Appraisal criteria		Assessment
Amount of land available		1.6 hectares net (1.8 hectares gross) 40 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good
	Pedestrian/cycle accessibility	School, open space and shops – distant
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	Southern part of site is in close proximity to neighbouring lake.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Housing – no adverse impact from allocation, to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Vehicular access achievable from Ely Road
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes Is site location suitable for development? Yes – although potential for adverse visual impact will need to be mitigated by good design, layout and landscaping. Potential for adverse wildlife impact from nearby lake may need mitigation. Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. If conditions are favourable there could be potential for the dwellings to be deliverable within 5 years. Viability of development? See market demand/viability section above.

Site 16 – Land south of The Coppice

Appraisal criteria		Assessment
Amount of land available		1.5 hectares net (1.7 hectares gross) 37 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, school and shops – distant.
Environmental impact	Character/visual impact	Potential for significant adverse impact.
	Natural assets	Northern part of site is in close proximity to neighbouring lake,
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation, to be determined at planning application stage.

Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Vehicular access achievable from Ely Road.
	Contamination	Low risk.
	Other	Part of the site lies within a Waste Management Consultation Area as defined in the Cambridgeshire and Peterborough Waste Plan. Development will only be permitted where it can be demonstrated that this will not prejudice existing or future planned waste management operations.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW due for completion late summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes Is site location suitable for development? No. Site is located some distance from the centre of Littleport and would extend the existing built form on Ely Road further south. Site is sensitively located on entrance/exit to town, and development would have significant adverse impact on the setting. Can housing be delivered within 5 years? Not applicable. Site not considered suitable for development. Viability of development? See market demand/viability section above.

Site 17 – Land adjacent to 100 Ely Road

Appraisal criteria		Assessment
Amount of land available		3.4 hectares net (4.2 hectares gross) 85 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, School and shops– distant
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	Existing trees/hedgerow present along field boundaries.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	New vehicular access required off Ely Road.
	Contamination	Low risk.
	Other	<p>Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.</p> <p>Part of site lies within Waste Management Safeguarding Area as defined in the Cambridgeshire and Peterborough Mineral and Waste Plan. Presumption against residential development in this location which may prejudice existing waste management operations.</p>
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.

Market demand/requirements and viability	There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability	Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes Is site suitable location for development? No. Site is located some distance from the centre of Littleport and would extend the existing built form on Ely Road further south. Site is sensitively located on entrance/exit to town and would have significant adverse impact on setting. Can housing be delivered within 5 years? Not applicable. Site not considered suitable for development. Viability of development? See market demand/viability section above.

Site 18 – Greyfield Farm

Appraisal criteria		Assessment
Amount of land available		21 hectares net (26.3 hectares gross) 630 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, school – close (part of site only) Shops– distant
Environmental impact	Character/visual impact	Development would have adverse impact on the parts of the site which slope southwards and westwards.
	Natural assets	Existing trees/hedgerow present along field boundaries.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	Existing agricultural track located on Grange Lane and Ely Road (adjacent to 66 - 68 Ely Road) provides access to the site. New vehicular access off Grange Lane and/or Ely Road required.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Available for residential development.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes. Vacant possession of the land can be obtained after harvest each year. Is site suitable location for development? Partly yes – the areas on the highest parts of the site closest to the built up part of Littleport. Development on the lower slopes would have an adverse impact on the setting and appearance of Littleport. Part of the site is identified as a broad location for housing in the emerging Local Plan Review (Council's Post Hearing Modifications April 2014). Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. If conditions are favourable there may be potential for perhaps 60 dwellings to be delivered within next five years. Viability of development? See market demand/viability section above.
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Site 19 – Land to the rear of 60 to 66 Ely Road

Appraisal criteria		Assessment
Amount of land available		0.82 hectares net (0.91 hectares gross) 20 dwellings (density of 25 dph)
Existing land use		Garden land
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, school and shops– distant
Environmental impact	Character/visual impact	No significant adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	Potential for adverse impact given proximity of existing residential properties on Ely Road.
	Other	Site partially lies within a groundwater protection zone – presumption against development with risk of polluting the water environment.
Physical Constraints	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	Existing vehicular access to residential properties on Ely Road, although additional/improved access would be required to serve development.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is partly available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Only part of site has been confirmed as being available for the development. Is site suitable location for development? Yes. Small scale housing development may be suitable in this location subject to achieving appropriate highway access. Can housing be delivered within 5 years? Delivery within 5 years is uncertain as site is in mixed ownership with only partial commitment to redevelopment. Viability of development? See market demand/viability section above. 	

Site 20 – Land south of Grange Lane

Appraisal criteria		Assessment
Amount of land available		20 hectares net (25 hectares gross – 30m buffer to A10) 500 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, school – close (part of site only) Shops– distant
Environmental impact	Character/visual impact	Development would have adverse impact.
	Natural assets	Existing hedgerow along Grange Lane.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation to be determined at planning application stage.
Physical Constraints	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	Existing agricultural track located on Grange Lane provides access to the site. New vehicular access off Grange Lane required.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Land is currently in agricultural production and is managed by a single land owner who farms the site. Is site suitable location for development? Partly yes - the highest part of the site closest to the built up part of Littleport. Development on the lower slope would have a adverse impact on the setting and appearance of Littleport. Part of the site is identified as a 'broad location' for housing in the emerging Local Plan Review (Council's Post Hearing Modifications April 2014). Can housing be delivered within 5 years? Uncertain – see market demand/viability section above. If conditions are favourable, there could be potential for perhaps part of the site to be developed. The site benefits from direct access to Grange Lane and is not reliant on delivery of adjoining land. Viability of development? See market demand/viability section above.

Site 21 – Land west of the A10

Appraisal criteria		Assessment
Amount of land available		4.7 hectares net (5.9 hectares gross) 117 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space, School and Shops - distant Less suitable for housing as site located west of A10 bypass, and would offer poor accessibility to shops and services in the town.
Environmental impact	Character/visual impact	Development would have adverse impact.

Physical Constraints	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation to be determined at planning application stage.
	Flood risk	Flood Zone 1 (little or no flood risk)
	Vehicular access to main roads	Existing agricultural track located on Oak Lane provides access to the site. New vehicular access off Oak Lane required. Site can be accessed from existing roundabout on the A10.
Contamination		Low risk.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – land is currently in agricultural production and is managed by a single land owner who farms this site and has stated that this land is available for residential development. Is site suitable location for development? No. The site is located in the open countryside to the west of Littleport and the A10 bypass. It is physically separated from Littleport by the A10 bypass which is unlikely to encourage travel by foot and cycle to existing facilities and services. Can housing be delivered within 5 years? Not applicable – site is not considered to be suitable for housing development. Viability of development? See market demand/viability section above.

Site 22 – Land north of Wisbech Road

Appraisal criteria		Assessment
Amount of land available		3.96 hectares net (4.95 hectares gross) 99 dwellings (density of 25 dph)
Existing land use		Agricultural/grassland
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Less suitable for housing as site located west of A10 bypass, and would offer poor accessibility to shops and services in the town.
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	No known constraints.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 3 (higher risk)
	Vehicular access to main roads	Existing vehicular access from two points on Wisbech Road (Thurlow Nunn Standen and Aggregate Industries). Improvements will be required to existing junction which serves Thurlow Nunn Standen.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Waste Management Consultation Area as defined in the Cambridgeshire and Peterborough Waste Plan. Part of the site lies within a Waste Management Consultation Area as defined in the Cambridgeshire and Peterborough Waste Plan. Development will only be permitted where it can be demonstrated that this will not prejudice existing or future planned waste management operations.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.

Market demand/requirements and viability	There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability	Site is available for employment development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? No – only available for employment development. Is site suitable location for development? No. Site is located in Flood Zone 3 – The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). The site is also located to the west of Littleport and the A10 bypass and is adjacent to an existing industrial estate on Wisbech Road. It is physically separated from Littleport by the A10 bypass which is unlikely to encourage travel by foot and cycle to existing facilities and services. Can housing be delivered within 5 years? Not applicable – site is not considered to be a suitable location for development as set out above. Viability of development? See market demand/viability section above. Risk of flooding will need to be addressed may lead to additional costs.

Site 23 – Land north of Black Bank Drove

Appraisal criteria		Assessment
Amount of land available		5.3 hectares net (6.59 hectares gross) 132 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Less suitable for housing as site located west of A10 bypass, and would offer poor accessibility to shops and services in the town.
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of site lies within Flood Zones 2 and 3 (higher risk)
	Vehicular access to main roads	Access off Wisbech Road – would require further investigation due to proximity of roundabout.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Unknown.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Unknown. Is site suitable location for development? No. Site is located in Flood Zone 3 – The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). The site is also located to the west of Littleport and the A10 bypass and is adjacent to an existing industrial estate on Wisbech Road. It is physically separated from Littleport by the A10 bypass which is unlikely to encourage travel by foot and cycle to existing facilities and services. Can housing be delivered within 5 years? Not applicable – this site is not considered to be a suitable site for housing as set out above. Viability of development? See market demand/viability section above. Risk of flooding will need to be addressed and may lead to additional costs.
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Site 24 – Land south of Wisbech Road (1)

Appraisal criteria		Assessment
Amount of land available		7.6 hectares net (9.48 hectares gross) 190 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Poor. Rail – None.
	Pedestrian/cycle accessibility	Less suitable for housing as site located west of A10 bypass, and would offer poor accessibility to shops and services in the town.
Environmental impact	Character/visual impact	Development would have adverse impact
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Access off Wisbech Road or Black Bank Drove – unclear whether either route would be suitable.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Waste Management Consultation Area as defined in the Cambridgeshire and Peterborough Waste Plan. Development will only be permitted where it can be demonstrated that this will not prejudice existing or future planned waste management operations. The waste management site is currently being used for storage only.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Unknown.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Unknown. Is site suitable location for development? No. Site is located in Flood Zone 3 – The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). The site is also located to the west of Littleport and the A10 bypass and is adjacent to an existing industrial estate on Wisbech Road. It is physically separated from Littleport by the A10 bypass which is unlikely to encourage travel by foot and cycle to existing facilities and services. Site is very visible from the A10 and residential development would have an adverse visual impact on the area. Can housing be delivered within 5 years? Not applicable – this site is not considered to be a suitable site for housing as set out above. Viability of development? See market demand/viability section above. Risk of flooding will need to be addressed may lead to additional costs.
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Site 25 – Land south of Wisbech Road (2)

Appraisal criteria		Assessment
Amount of land available		8.9 ha net (11.2 hectares gross) 222 dwellings (density of 25 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Less suitable for housing as site located west of A10 bypass, and would offer poor accessibility to shops and services in the town.
Environmental impact	Character/visual impact	Potential for adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 3 (higher risk)
	Vehicular access to main roads	Access off Wisbech Road.
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Waste Management Consultation Area as defined in the Cambridgeshire and Peterborough Waste Plan. Development will only be permitted where it can be demonstrated that this will not prejudice existing or future planned waste management operations. The waste management site is currently being used for storage only.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Unknown.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? No (owner's intention unknown) Is site suitable location for development? No. Site is located in Flood Zone 3 – The Council has identified potential housing sites elsewhere with less risk of flooding. This site therefore fails the sequential test. See the updated 'Sequential and exception test – background paper' (Examination Document FPH/6). The site is also located to the west of Littleport and the A10 bypass and is adjacent to an existing industrial estate on Wisbech Road. It is physically separated from Littleport by the A10 bypass which is unlikely to encourage travel by foot and cycle to existing facilities and services. Can housing be delivered within 5 years? Not applicable – this site is not considered to be a suitable site for housing as set out above. Viability of development? See market demand/viability section above. Risk of flooding will need to be addressed may lead to additional costs.
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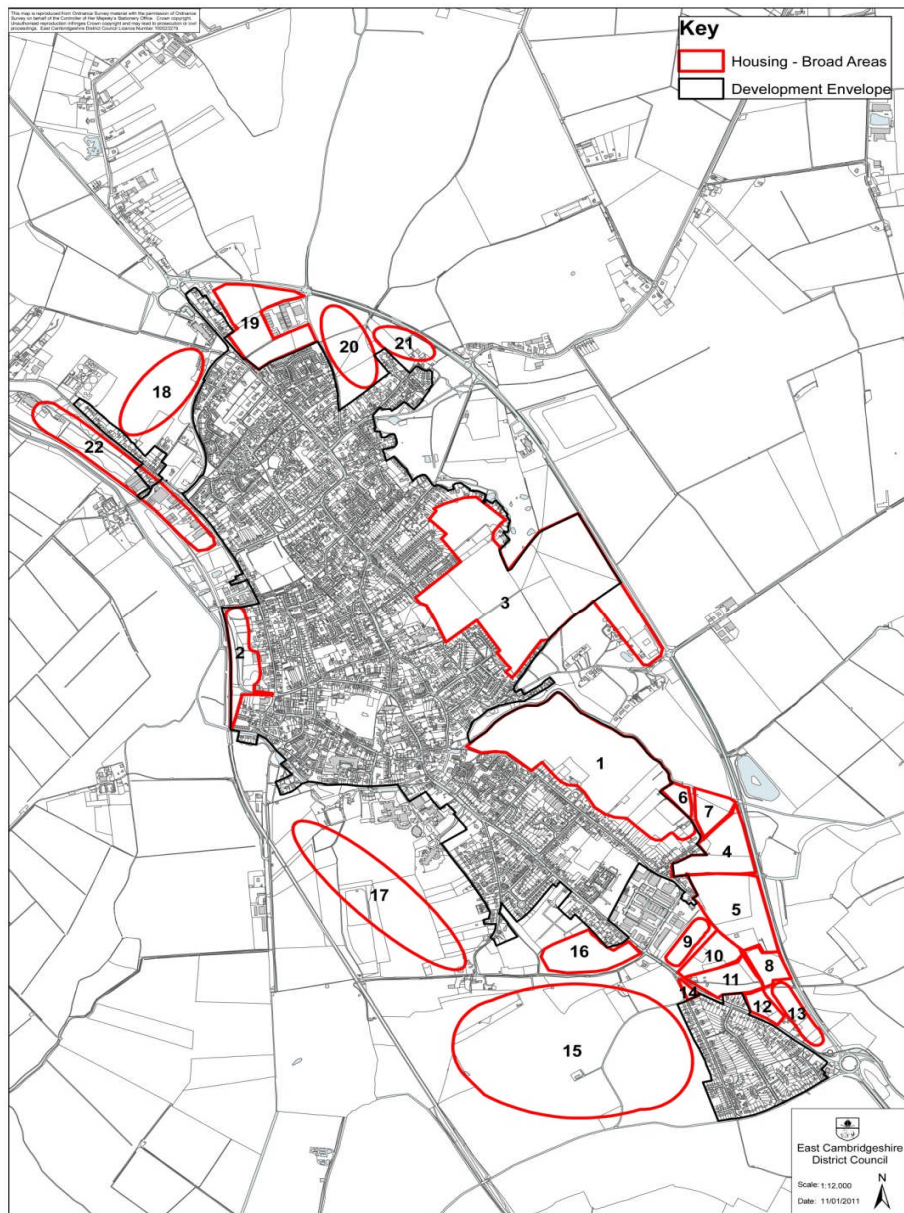
Site 26 – Land south of the Paddocks

Appraisal criteria		Assessment
Amount of land available		2.8 hectares net (3.5 hectares gross) 84 dwellings (density of 30 dph)
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – Good.
	Pedestrian/cycle accessibility	Open space – close School and Shops - distant
Environmental impact	Character/visual impact	No significant adverse impact.
	Natural assets	No known constraints.
	Cultural heritage	Archaeological evaluation required prior to the submission of a planning application
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Access off Ely Road.
	Contamination	Low risk. Detailed assessment required at planning application stage.
Infrastructure capacity		Need for new primary, secondary and area special schools at Littleport. Upgrade to Littleport WWTW is expected to be completed end of Summer 2014.
Market demand/requirements and viability		There is an element of uncertainty regarding wider market demand in Littleport (with low recent housing completions rates as evidenced in the County Council annual surveys, and lower viability rates than elsewhere in the district as evidenced in the CIL Viability Assessment 2012). Therefore it is not clear whether additional housing allocations (above supply already identified) will be deliverable in the short term.
Site availability		Available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – pre-application discussions held with Council in October 2014. Owner of site intends to submit a planning application for residential development late this year. Is site suitable location for development? Yes. No known constraints to development. However, the site is located within the development envelope for Littleport and is already identified in the Council's Housing Supply Paper as a potential future source of supply. Can housing be delivered within 5 years? Yes - potential for 60 dwellings to be delivered within 5 years. Viability of development? See market demand/viability section above.

4. Soham

4.1 Housing options

- 4.1.1 A total of 22 sites have been assessed in terms of their suitability, deliverability and availability for residential development. The location of these sites is shown in the maps below, and the assessment results are set out in the following tables.



4.2 Assessment of housing options

4.2.1 Options 1, 2 and 3 score best in terms of suitability, due to their location close to the town centre – and significant parts of these sites are deliverable within 5 years. The sites are already identified in the draft Local Plan as housing/mixed use allocations.

4.2.2 Options 4, 5, 11, 12, 16 and part of 19 also score well, and are all deliverable within 5 years.

4.2.3 Other options are either not suitable for development, or involve large complex schemes which are likely to be delivered beyond the five year period.

Site 1 – Land off Brook Street

Appraisal criteria		Assessment
Amount of land available		22 hectares – estimated capacity for up to 400 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Open space and Town centre – close. Doctors and Primary School - distant
Environmental impact	Character/visual impact	No significant adverse impact
	Natural assets	Site is adjacent to East Fen Common which is designated as a County Wildlife site and Common Land. Adjoins attractive lode. Number of attractive trees and hedgerows which should be retained.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application.
	Amenity	Less suitable for employment development, as site would need to be accessed via residential areas. Housing - no adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of site is Flood Zone 2 and 3 (higher risk).
	Vehicular access to main roads	Vehicular access will need to be provided from at least one point of Brook Street (and an additional emergency vehicle access if only one access point provided). Access suitable if road across frontage is widened to 5 metres and 30 mph speed limit is extended across frontage.
	Contamination	Moderate risk due to former quarry on site. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Greenfield site. Landowners have confirmed availability for development. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Part of scheme – see the housing trajectory in the Council's Housing Supply Paper. Viability of development? No known issues.

Site 2 – Land off Station Road

Appraisal criteria		Assessment
Amount of land available		3.6 hectares – estimated capacity of up to 90 dwellings
Existing land use		Former rail station, vacant rail sidings, industrial unit (currently vacant) and garden land.
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (but adjoins potential site of new rail station).
	Pedestrian/cycle accessibility	Open space (Commons) – close. Town centre, doctors and primary school – distant. But third closest site to the town centre, compared to other options.
Environmental impact	Character/visual impact	No significant adverse impact
	Natural assets	Trees and hedgerows.
	Cultural heritage	Requirement for archaeological evaluation conditioned as part of planning consent.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of site is Flood Zone 2 and 3 (higher risk).
	Vehicular access to main roads	Existing vehicular access from former Station approach road and Mereside.
	Contamination	Moderate risk due to former industrial sites in the immediate vicinity. Detailed assessment required at planning application stage.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		Proposed future railway station on part of this land should provide opportunity for regeneration of this important area of Soham, and raise land values in this area.
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – site currently being sold to a developer who has indicated intention to submit a planning application in Autumn 2014. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? No known issues.

Site 3 – Eastern Gateway area

Appraisal criteria		Assessment
Amount of land available		33 hectares – estimated capacity of up to 600 dwellings
Existing land use		Agricultural, allotments and disused garden centre
Greenfield/brownfield		Greenfield/brownfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Open space, Town Centre, Doctors and Primary School - close
Environmental impact	Character/visual impact	No significant adverse impact
	Natural assets	Area is adjacent to East Fen and Qua Fen Commons (which are County Wildlife sites and common land).
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site crossed by number of footpaths which need to be retained and enhanced.
	Amenity	Part of site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Part of site is Flood Zone 2 and 3 (higher risk).
	Vehicular access to main roads	Existing vehicular access from Pratt Street which serves Weatheralls Primary school. Access off A142 to be provided via a new roundabout – and two existing junctions with A142 (north and south) to be closed. Access off Pratt Street to link to town centre, however constraints would result in it not being a main route in to Soham
	Contamination	Low risk. Detailed assessment required at planning application stage.

	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes – land in agricultural and allotment use. Concept Masterplan prepared in 2012 and landowners have indicated availability for development. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes, part of the scheme - see the housing trajectory in the Council's Housing Supply Paper. Viability of development? No known issues.

Site 4 – North of Blackberry Lane

Appraisal criteria		Assessment
Amount of land available		4.4 hectares – estimated capacity of up to 100 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - distant Open space (Commons) - Close
Environmental impact	Character/visual impact	No significant adverse impact in relation to most of site – but part of the site closest to the bypass would have significant adverse impact on setting of Soham. Large green buffer strip should be provided in this vicinity.
	Natural assets	Site adjoins the Soham Wet Horse Fen SSSI. Also includes areas of woodland, trees and hedgerows which should be retained.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site adjoins a historic green lane to the south (Blackberry Lane) which should be retained and enhanced.
	Amenity	Part of site is close to the A142 – potential for noise impact and mitigation measures to be explored through planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Greenhills is not suitable for additional traffic. If the integrity of the green lane (Blackberry Lane) is to be preserved, the site will need to be accessed via new junction at intersection of Brook Street and Greenhills. If Transport Assessment work demonstrates this cannot be achieved, the site will need to be accessed via site 5 (see below).
	Contamination	Low risk
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		Need for new primary school identified by the County Council. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues
Site availability		Site is available.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Yes. Both landowners have confirmed immediate site availability. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes. The site is immediately available and the landowners have confirmed they are coordinating to bring forward the scheme, and have commenced talks with a developer (Hopkins Homes). No significant infrastructure constraints or problems. Viability of development? No known issues.
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Site 5 – South of Blackberry Lane

Appraisal criteria		Assessment
Amount of land available		7 hectares – estimated capacity of 160 dwellings.
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Open space, Town Centre, Doctors and Primary School - distant
Environmental impact	Character/visual impact	No significant adverse impact in relation to most of site – but part of the site closest to the bypass would have significant adverse impact on setting of Soham. Large green buffer area should be sought in this vicinity.
	Natural assets	Site lies close to a SSSI. Also includes areas of woodland, trees and hedgerows which should be retained.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site adjoins historic green lanes to the north (Blackberry Lane) and south/south-west (Longmere Lane).
	Amenity	Part of site is close to the A142 – potential for noise impact and mitigation measures to be explored through planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	The main vehicular access to the site will need to be taken from Brook Street close to the junction with Regal Lane (across an area currently occupied by a number of farm buildings).
	Contamination	Low risk
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Site lies within a groundwater protection zone – presumption against development with risk of polluting the water environment
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues
Site availability		Site is available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. All three landowners have confirmed in writing. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes. Landowners have confirmed they are coordinating to bring forward the scheme and working together. No significant infrastructure constraints or problems. Viability of development? No known issues.

Site 6 – Land east of Greenhills

Appraisal criteria		Assessment
Amount of land available		0.9 hectares – estimated capacity of up to 20 dwellings
Existing land use		Paddock land
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - distant Open space (Commons) - Close
Environmental impact	Character/visual impact	Development would have an adverse impact on this sensitive landscape and the Commons setting.
	Natural assets	County Wildlife Site
	Cultural heritage	Requirement for archaeological evaluation conditioned as part of planning consent. Site adjoins a historic green lane which should be retained and enhanced.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of the site is in Flood Zone 2.
	Vehicular access to main roads	Site would need to be accessed via the Brook Street allocation. Greenhill Lane and Greenhills not suitable for additional vehicular traffic.
	Contamination	Low risk
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Site contains a public footpath.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Not available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Not available for development. Is site suitable location for development? No. County Wildlife Site. Adverse impact on character and landscape. Part of site in Flood Zone 2. Can housing be delivered within 5 years? Not applicable as site is considered to be unsuitable for housing development. In addition, the site would need to be accessed via Brook Street allocation which would need to be developed first. Viability of development? No known issues.

Site 7 – Land west of Greenhills

Appraisal criteria		Assessment
Amount of land available		1.9 hectares – estimated capacity of 50 dwellings
Existing land use		Paddock land
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - distant Open space (Commons) - Close
Environmental impact	Character/visual impact	Development would have an adverse impact on this sensitive landscape and the Commons setting.
	Natural assets	County Wildlife Site
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site adjoins historic green lane to west which should be retained and enhanced.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Part of the site is in Flood Zones 2 and 3.
	Vehicular access to main roads	Site would need to be accessed via land to the south which would need to be fed via a new junction at the intersection of Greenhills and Brook Street.
	Contamination	Low risk

	Other	Whole of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is not available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Not available for development. Is site suitable location for development? No. County Wildlife Site. Adverse impact on character and landscape. Part of site in Flood Zones 2 and 3. Can housing be delivered within 5 years? Yes – although site is not considered to be a suitable location for development as set out above. Viability of development? No known issues.

Site 8 – Land south of Longmere Lane

Appraisal criteria		Assessment
Amount of land available		1.7 hectares – estimated capacity of 45 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Site provides attractive setting to Soham and is highly visible from the bypass. Development would have a significant adverse impact on the setting of the town and character of the area.
	Natural assets	Hedgerows and trees on northern boundary should be retained.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Historic green lane to north and west should be retained and enhanced.
	Amenity	Site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Site would need to be accessed via land to the west (site 11) off Fordham Road.
	Contamination	Low risk
	Other	Whole of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site suitable location for development? No. Site is highly visible from the bypass and provides part of sensitive green setting to the town. Should be retained as open land. Can housing be delivered within 5 years? Not clear. Site would need to be accessed via land to the west (site 11), which would need to be developed first. Landowners has not provided details regarding delivery. Viability of development? No known issues.

Site 9 – SSSI field, Fordham Road

Appraisal criteria		Assessment
Amount of land available		2.35 ha including SSSI – up to 60 dwellings 1.21 ha excluding SSSI – up to 33 dwellings
Existing land use		Open field / agricultural use.
Greenfield/brownfield		Greenfield.
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Attractive field. Development would have a significant adverse impact on character.
	Natural assets	Northern half of the site is a SSSI. Natural England has confirmed that development on the remainder of the site would need to be adequately mitigated to ensure no adverse impact on the SSSI. The non-SSSI section of the site is currently subject to a 10 year agri-environmental scheme agreement.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site is bounded to the north by a historic green lane.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Direct access from Fordham Road.
	Contamination	Low risk
	Other	Whole of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is not available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Site is not available for development. Is site suitable location for development? No. Partly a County Wildlife Site and potential for significant adverse character impact. Can housing be delivered within 5 years? No. Site is not available for development, plus is subject to a 10 year agri-environmental agreement. Viability of development? No known issues. But could involve mitigation measures against impact on SSSI.

Site 10 – Land north of Fordham Road

Appraisal criteria		Assessment
Amount of land available		2.3 hectares – estimated capacity of about 35 dwellings
Existing land use		Open land, no use.
Greenfield/brownfield		Greenfield.
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Development would have some adverse impact on character. However, part of the site could be sensitively developed without undue harm if the layout and design quality is high.
	Natural assets	Site has a number of mature trees and is bounded by significant hedgerows. Site adjoins a SSSI (site 9).
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site is bounded to the north by a historic green lane.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical	Flood risk	Flood Zone 1 (little or no risk)

Constraints	Vehicular access to main roads	Site could be accessed via Fordham Road or via site 11.
	Contamination	Low risk
	Other	Whole of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		The owner has confirmed that the site is available for development – but it is not clear whether the site is immediately available.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Unclear – see above. Is site suitable location for development? Partly yes. The site contains extensive tree cover and vegetation but could be partially development for housing. Can housing be delivered within 5 years? Not clear – see 'site availability' section above. Viability of development? No known issues.

Site 11 – Land at Fordham Road

Appraisal criteria		Assessment
Amount of land available		2.7 hectares – estimated capacity of 65 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Site could potentially be developed without adverse visual or character impact.
	Natural assets	Site is bounded by hedgerows.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site contains a historic byway and public footpath.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Site can be accessed directly from Fordham Road.
	Contamination	Low risk
	Other	Majority of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes. No infrastructure or development issues. The two landowners are cooperating together. Site is currently being marketed by agent, and discussions have been held with a number of developers. Viability of development? No known issues.

Site 12 – Land south of Fordham Road

Appraisal criteria		Assessment
Amount of land available		1.2 hectares – estimated capacity of 25 dwellings.
Existing land use		Paddock/agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Site could potentially be developed without adverse visual or character impact.
	Natural assets	Site contains little vegetation.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Directly from Fordham Road – or via site 11.
	Contamination	Low risk
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site suitable location for development? Yes. Can housing be delivered within 5 years? Yes. No infrastructure or development issues. Site is owned by two families who are keen to sell, and are currently in discussion with agents and potential developers of site 11 (to bring forward the area as a comprehensive scheme). Viability of development? No known issues.

Site 13 – Land north of roundabout, Fordham Road

Appraisal criteria		Assessment
Amount of land available		2.9 hectares – estimated capacity of 70 dwellings
Existing land use		Paddock/agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Development would significantly adversely impact on the setting and character of the town.
	Natural assets	Site contains some hedgerows and small trees.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application.
	Amenity	Site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Would need to be accessed from Fordham Road, at a distance from the roundabout.
	Contamination	Low risk

	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Unknown.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Unknown. Is site suitable location for development? No. Potential for significant adverse impact on setting of Soham and character of locality. Can housing be delivered within 5 years? Not clear as not known if the site is available. Viability of development? No known issues.

Site 14 – Triangle, Fordham Road

Appraisal criteria		Assessment
Amount of land available		0.24 hectares – estimated capacity of up to 4 dwellings
Existing land use		Vacant land
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Site could be developed without significant visual harm.
	Natural assets	Contains a number of mature trees and hedgerows and other vegetation.
	Cultural heritage	Requirement for archaeological evaluation conditioned as part of planning consent.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Direct from Fordham Road or Downfields.
	Contamination	Low risk
	Other	Majority of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is available for development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site suitable location for development? Yes. The site contains extensive tree cover and vegetation but could be partially developed for residential use. Can housing be delivered within 5 years? Yes. No known infrastructure or other deliverability issues. Viability of development? No known issues.

Site 15 – Downfields

Appraisal criteria		Assessment
Amount of land available		70 hectares – estimated capacity of 1000-1500 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School, open space - distant
Environmental impact	Character/visual impact	Majority of the area could be developed without adverse impact on character of the area or setting of Soham. Could be some adverse impact on parts of the site – particularly the areas closest to the A141 and the railway line.
	Natural assets	The area contains a number of mature trees and hedgerows.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. A historic green lane runs along the northern edge of the area (Cherry Tree Lane).
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	The main access point to the area will need to be provided close to the junction of Fordham Road and Downfields, and will require significant re-configuration of the junction and the road that leads to the A141.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		<ul style="list-style-type: none"> Provision of main access point will require re-configuration of Downfield junction area and the road to Wicken. New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Complex pattern of landownership, with ownership in strips. More than 10 people/organisations involved. Only parts of the area are known to be available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Only partly available now. Is site suitable location for development? Mainly yes. Although some parts of the site provide an attractive rural setting for Soham and/or have high landscape character value and may not be suitable for housing development. Can housing be delivered within 5 years? Probably not due to the complex landownership pattern, the need to reconfigure the road access, and the significant scale of the area. Site assembly and detailed masterplanning will take time to complete – but development could be achieved within the Plan period. Viability of development? No known issues.

Site 16 – Land adjoining cemetery

Appraisal criteria		Assessment
Amount of land available		4.8 hectares – estimated capacity of up to 115 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors, open space and Primary School - distant
Environmental impact	Character/visual impact	Site could be developed without adverse impact.

	Natural assets	Site is bounded by mature trees and hedgerows. Adjacent to County Wildlife Site (cemetery).
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Site is bounded by historic green lanes to the south and west.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
	Physical Constraints	
	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Access could be achieved from Fordham Road.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known issues.
Site availability		Site is available now for development. Land is in one ownership.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Yes. Is site suitable location for development? Yes. Site is highly suitable for residential development. Can housing be delivered within 5 years? Yes. Site is self-contained and owned by one individual who is keen to release the site. Viability of development? No known issues.

Site 17 – Land west of The Butts

Appraisal criteria		Assessment
Amount of land available		32 hectares – estimated capacity of 500-800 dwellings
Existing land use		Mainly agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors, open space and Primary School - distant
Environmental impact	Character/visual impact	Majority of the area could be developed without adverse impact on character of the area or setting of Soham. Could be some adverse impact on parts of the site – particularly the areas closest the railway line, and the small attractive fields between The Butts and Cherrytree Lane.
	Natural assets	The area contains a number of mature trees and hedgerows.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. A historic green lane runs to the south/east of the area.
	Amenity	No adverse impact from allocation – to be determined at planning application stage
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	The main access point to the area will need to be provided from the south via area 15. This will require bisection of the metalled part of Cherrytree Lane, and provision of a new access point close to the junction of Fordham Road and Downfields. Options should be explored for a secondary access point in the vicinity of the schools, providing more direct access to the centre of the town. The Butts is not suitable for the provision of additional vehicular access. The non-metalled sections of Cherry Tree Lane should be retained as a green lane only.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		<ul style="list-style-type: none"> Provision of main access point will require re-configuration of Downfield junction area and the road to Wicken. Provision of secondary road access may require reconfiguration of land currently in school use. New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.

Market demand/requirements and viability	Unclear at this stage.
Site availability	Complex pattern of landownership, with ownership in strips. More than 10 people/organisations involved. Only parts of the area are known to be available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? Only partly available now. Is site suitable location for development? Mainly yes. Although some parts of the site provide an attractive rural setting for Soham and/or have high landscape character value and should not be developed for housing. Can housing be delivered within 5 years? No. The area will need to be accessed via area 15 which will need to be built out first. In addition, the landownership pattern is complex, and the area is very large. Site assembly and detailed masterplanning will take time to complete. Development could be achieved within the Plan period. Viability of development? No known issues.

Site 18 – Land off Kingfisher Drive

Appraisal criteria		Assessment
Amount of land available		16+ hectares – estimated capacity of up to 200 dwellings
Existing land use		Agricultural (mainly fields, but contains some farm buildings).
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre and Doctors - distant. Primary School and open space – close.
Environmental impact	Character/visual impact	Site could be developed without adverse impact.
	Natural assets	Site contains some mature trees and hedgerows.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. Historic green lane adjoins the site to the south.
	Amenity	Site lies within Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Odour assessment carried out which indicates that part of the area can be developed for residential purposes. Further odour assessment will be required as part of any planning application and mitigation measures will be sought if necessary.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Vehicular access should be provided directly off Kingfisher Drive.
	Contamination	Moderate risk. Detailed assessment required at planning application stage.
	Other	Site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Odour assessment has been undertaken which demonstrates that part of the area (about 8.4 hectares) can be developed for housing. Further odour assessment will be required as part of any planning application and mitigation measures will be sought if necessary.
Infrastructure capacity		<ul style="list-style-type: none"> New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		Site contains a number of farm buildings in current use which would need to be relocated and re-provided elsewhere.
Site availability		Only part of the site is currently available for development. Area closest to Kingfisher Drive is not currently available, and therefore the remainder of the area cannot currently be brought forward as there is no access from Kingfisher Drive.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? No. Part of the site is available but cannot be accessed via Kingfisher Drive. Is site suitable location for development? Partly yes – those areas identified as suitable in the odour assessment. Can housing be delivered within 5 years? No. The part of the site where access could be secured to Kingfisher Drive is not currently available for development. Viability of development? Relocation of the existing farm buildings will need to be factored into an assessment.
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Site 19 – Land off The Shade

Appraisal criteria		Assessment
Amount of land available		7 hectares – 155 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre and Doctors - distant. Primary School and open space – close.
Environmental impact	Character/visual impact	Site could be mainly developed without adverse impact. However, development of the area closest to the A142 could cause significant harm to the setting of the town – therefore a significant green buffer strip should be secured in this locality.
	Natural assets	There are a number of trees and hedgerows on the field edges.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application. The site is bisected by a number of historic green lanes.
	Amenity	Could be potential for adverse impact due to proximity of existing employment area. Any application will be required to submit a noise impact assessment and to provide necessary mitigation measures. Part of site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Site will need to be accessed off The Shade. In order to maintain the integrity of the existing green lane, the southern and northern sections could be served by two separate access points onto The Shade.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		<ul style="list-style-type: none"> New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		No known viability issues relating to residential development.
Site availability		Northern section of the site is identified in the submission Local Plan as an employment site. Part of this area has subsequently received planning permission in principle for a supermarket. However, the developer has indicated this scheme is unlikely to be implemented, and is currently in discussion with Lidl for a smaller format store. Remainder of the site (approximately 6 hectares) is available for residential development. Complex pattern of landownership, but all parties have written to confirm their willingness to sell for residential development.

OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'	<ul style="list-style-type: none"> Is site available now? The majority of the site is available now for residential development (minus an area for retail development). Is site suitable location for development? Yes, excepting the areas closest to the A142. Can housing be delivered within 5 years? Development of the northern section is not straightforward as it involves complex landownerships and aspirations by the majority landowner for a mixed use scheme incorporating residential development and a supermarket. It is not clear whether the residential part of the northern section would be deliverable within this timeframe. The southern part of the site (south of the green lane) is likely to be easier to develop, and could be delivered within 5 years. Viability of development? No known issues.
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Site 20 – Land off Northfield Road

Appraisal criteria		Assessment
Amount of land available		8.1 hectares – estimated capacity of 120 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - Distant Open space (Commons) - Close
Environmental impact	Character/visual impact	The section closest to Soham could be developed without significant harm. Development on the northern field would be highly visible from the bypass and would affect the setting of the town.
	Natural assets	Mature hedgerows and trees on the boundary and internally.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application.
	Amenity	Part of site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Residential development would require upgrading and widening of Northfield Road between the access to the development and the A142. This would require removal of the boundary hedgerow. Would also require junction improvements at the intersection of Northfield Road and the A142.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		<ul style="list-style-type: none"> New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		Not clear. The cost of transport improvement works will need to be factored into viability calculations.
Site availability		The main landowner has confirmed that the site is available for development. Small eastern field – unknown availability.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? The majority of the site is available now for residential development (minus small eastern field where availability has not been confirmed). Is site suitable location for development? Mainly yes – except the northern field adjoining the A142 and Northfield Road. Can housing be delivered within 5 years? Not clear, given the transport infrastructure improvements that will be required. Viability of development? Unknown at this stage. The transport infrastructure improvements will need to be factored into development costs.

Site 21 – Land off Bancroft Lane

Appraisal criteria		Assessment
Amount of land available		3.2 hectares – estimated capacity of 75 dwellings
Existing land use		Agricultural
Greenfield/brownfield		Greenfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - Distant Open space (Commons) - Close
Environmental impact	Character/visual impact	The site is highly visible from the bypass and forms an attractive setting to the town. Development would cause harm to the setting and appearance of Soham.
	Natural assets	Mature hedgerows and trees along some boundaries.
	Cultural heritage	Requirement for archaeological evaluation prior to submission of a planning application.
	Amenity	Site is close to the A142 – potential for noise impact and mitigation measures would need to be explored through the planning application process.
Physical Constraints	Flood risk	Flood Zone 1 (little or no risk)
	Vehicular access to main roads	Access would be via Bancroft Lane.
	Contamination	Low risk. Detailed assessment required at planning application stage.
	Other	Part of the site lies within a Sand and Gravel Mineral Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan.
Infrastructure capacity		<ul style="list-style-type: none"> New primary school due to open in 2014. Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		Unknown.
Site availability		Unknown.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> Is site available now? Unknown. Is site suitable location for development? No. Development would cause harm to the setting and appearance of Soham. Can housing be delivered within 5 years? Not applicable as the site is not considered to be suitable for development. Viability of development? Unknown.

Site 22 – Land off Mereside

Appraisal criteria		Assessment
Amount of land available		15+ hectares - estimated capacity of 350+ dwellings
Existing land use		Employment/agricultural/paddock land
Greenfield/brownfield		Greenfield/brownfield
Accessibility	Public transport accessibility	Bus – Good. Rail – None (proposal for new rail station).
	Pedestrian/cycle accessibility	Town Centre, Doctors and Primary School - Distant Open space - close
Environmental impact	Character/visual impact	No significant adverse impact.
	Natural assets	Part of site is County Wildlife Site (northern and southern sections).
	Cultural heritage	Requirement for archaeological evaluation conditioned as part of planning consent.
	Amenity	Part of site lies within Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Odour assessment carried out which indicates that part of the area can be developed for residential purposes.
Physical Constraints	Flood risk	Part of site in Flood Zones 2 and 3.
	Vehicular access to main roads	Area can be accessed off Mereside.
	Contamination	Moderate risk due to former industrial sites in the immediate vicinity and on site. Detailed assessment required at planning application stage.

	Other	Part of the site lies within a Waste Water Treatment Safeguarding Area as defined in the Cambridgeshire and Peterborough Waste Plan. Presumption against development in this location – dependent on satisfactory odour assessment submitted alongside a planning application.
Infrastructure capacity		<ul style="list-style-type: none"> • New primary school due to open in 2014. • Upgrade to Soham Waste Water Treatment Works scheduled for Summer 2014.
Market demand/requirements and viability		Not clear/unknown. Part of the area is currently or last used for employment purposes. Redevelopment costs may need to include demolition and remediation work.
Site availability		Most of the area – unknown. Part is available for residential development.
OVERVIEW OF WHETHER SITE IS 'DELIVERABLE'		<ul style="list-style-type: none"> • Is site available now? Most - unknown. • Is site suitable location for development? No. Northern and southern sections of the area are County Wildlife Sites. Other areas contain employment land and existing businesses. • Can housing be delivered within 5 years? Not clear. Any application for change of use from employment to residential will need to be assessed against Policy EMP 1. • Viability of development? Unknown.

Appendix 1 – Evidence from infrastructure providers regarding deliverability of growth in Soham

E-mail from Sue Bull (Planning Liaison Manager – Anglian Water) – dated 18th August 2014

E-mail from Paul Van De Bulk (Education Officer – Cambridgeshire County Council) – dated 11th August 2014

Email from Anglian Water – 18th August 2014

Hi Stewart,

Apologies for delay in responding.

Soham Water Recycling Centre (WRC) is currently being upgraded to provide for growth levels previously advised by East Cambridgeshire Council (1803 dwellings and 21.08ha of employment land in period 2011-31) . At this level of growth it was envisaged that the environmental consent would be sufficient until at least 2020.

Additional housing allocations of 510 dwellings at Soham to come forward in the next 5 years (2014/15 – 2018/19) should not pose an issue.

Anglian Water will continue to monitor the quantity and quality of flows from the WRCs and will take the necessary steps at the appropriate time to upgrade further in order to accommodate the growth within environmental parameters.

With regard to foul network, improvements may be required and these would normally be developer driven and provided through the provision of the relevant sections of the Water Industry Act 1991. We would expect through the use of policy and appropriate planning condition this would ensure adequate infrastructure is in place before the connection of the development.

Are you able to identify the potential location of the additional 510 dwellings at this stage?

Regards

Sue Bull

Planning Liaison Manager

Anglian Water

Asset Management

Thorpewood House

Thorpewood

Peterborough, PE3 6WT

Email from Cambridgeshire County Council – 11th August 2014

Hi Stewart

I have spoken with Graham Tweed

The new school in Soham - The Shade was built as 1FE with the core facilities for 2FE. It is in the capital programme for expansion for opening September 2018. We had planned to use some of this capacity to alleviate problems with under capacity at Fordham and to serve the eventual requirement from development in Soham.

Bringing forward this housing development would therefore have a fairly significant impact given that we may have to bring forward our programme. Given the current funding issues, and the fact that we would not be able to collect any S106 contributions from East Cambs, this would mean that this option would create a funding gap.

However, given that much of the infrastructure needs in Soham are in place already for the expansion, bringing forward 500 houses in Soham, might be seen as a much more favourable option than putting this amount of development somewhere else with limited existing primary school capacity.

Likewise, it has been identified that the Secondary School in Soham will have to expand by 1FE in future to meet demands from development. Additional development tends to have a more delayed impact on secondary places, therefore I would anticipate that this would be more manageable.

I hope that helps

Paul

Appendix 2 – Correspondence received from landowners/developers in July 2014, regarding sites in villages

The following table sets out the submissions received from landowners/developers relating to alternative housing sites in villages following the publication of the interim conclusions in July 2014.

A full list and details of correspondence from all proposers and sites can be viewed in the ‘Landowner and Developers Proposals’ document on the Council’s website (Examination Document FPH/2).

Representor	Site name
Burwell	
Cheffins (Paul Sutton on behalf of David Wilson Homes) (94)	Land west of Ness Road, Burwell
Bottisham	
Januarys (Brian Flynn on behalf of Hill Residential) (245)	Land off High Street, Bottisham
Fordham	
Hutchinsons (Keith Hutchinson on behalf of Mr S Moffat (306)	North of Mildenhall Road, Fordham
Haddenham	
ELW Planning (Erica Whettingsteel on behalf of Hinton Hall Farms)	Land off New Road, Haddenham (adjacent to housing allocation site HAD 2: Land at New Road)
Plansurv Ltd (Michael Hendry on behalf of F C Palmer and Sons) (359)	Land at Hill Row, Haddenham
Isleham	
Cheffins (Edwin Lee on behalf of client)	Land at Beck Road, Isleham
Kennett	
Bidwells (Rob Hopwood on behalf of Hanson Quarry Products Ltd (504)	Hanson Quarry site, Kennett
Little Downham	
Plansurv Ltd (Michael Hendry on behalf of BF & GP Watson) (357)	Ely Road, Little Downham (adjacent to housing allocation site LTD1 land west of Ely Road)
Plansurv Ltd (Michael Hendry on behalf of Hobbs & Sons Ltd) (360)	Ely Road, Little Downham (adjacent to housing allocation site LTD1 land west of Ely Road)
Mepal	
Plansurv Ltd (Michael Hendry on behalf of Grovemere Property Ltd) (361)	Land at Brick Lane, Mepal
WYG on behalf of Church Commissioners (408)	Sites to the north of Mepal (x 2 sites)

Representor	Site name
Queen Adelaide	
Bidwells (Rob Hopwood on behalf of DS Smith Corrugated Packaging)	No 55 Ely Road, Queen Adelaide
Sutton	
BGG Associates (Mark Baker on behalf of Frear and Hamence families (35))	Land north of the Brook, Sutton (adjacent to allocation site SUT 1 Land north of the Brook)
Cheffins (Saffron Garner on behalf of Hadyn and Patricia Gray) (199)	Land east of Garden Close, Sutton
WYG (Nolan Tucker on behalf of Church Commissioners) (408)	Sites to the north of B1381 and east of Bury Lane, Sutton
Wicken	
Plansurv Ltd (Michael Hendry on behalf of landowner at Chapel Lane Wicken (356))	Land at Chapel Lane, Wicken
Witchford	
RPS (Laura Fisher on behalf of Mr Wallis) (385/6)	Land off Sedge Way, Witchford
WYG (Nolan Tucker on behalf of Church Commissioners) (408)	Site to the east of Witchford

**Appendix 3 – Letter from Tom Gilbert-Woolridge (Historic Environment Planning Adviser)
English Heritage) – 11th August 2014**

11th August 2014

Dear Stewart

East Cambridgeshire Local Plan: Potential additional housing allocations in Ely

- **Site to the south of Witchford Road**
- **Site to the south of Ely City Golf Club**

Thank you for your e-mail of 31st July attaching details of the above two sites that are being promoted by the Church Commissioners to resolve the housing shortfall identified by the Inspector at the recent Local Plan Examination. Our advice on this matter is set out below.

The two sites offered by the Church Commissioners lie either side of the Cambridge Road on the approach into the city from the south, and English Heritage has strong reservations about both sites. We believe that development of either or both sites would adversely impact on the setting of both Ely Cathedral and the city's conservation area, resulting in considerable harm to their significance.

Ely is a historic cathedral city sited on a former island formed from an outcrop of Greensand within the Fens. The River Great Ouse flows past the southeast side of this Greensand outcrop, and on this side the land rises quite steeply from the fens, adding visual drama to the setting of the city and its cathedral in an arc of views the extend from the south round to the east. The topography to the north and west is more gentle, and the views are less dramatic.

Historically Ely has been characterised by its modest size, wholly contained within its island setting, and dominated by the instantly recognisable profile of its internationally important cathedral that is sited on the highest point of the Greensand outcrop. The cathedral stands as a monument to over 1000 years of Christian worship on the Isle of Ely. It was also the primary building of an economic and political entity that dominated the fenland area for many centuries. The cathedral's pre-eminent position at the highest point on the Isle of Ely in the landscape of the Fens further emphasised its dominant relationship with the lands under its sway.

In the latter part of the 20th century and early 21st century significant new developments took place on west and north sides of the city, with further expansion to the north included as part of the emerging Local Plan. The extent of these urban extensions is very substantial when seen in relationship to the city's modest overall size, and while the cathedral remains visible in views from the west and north, the introduction of large numbers of new houses has eroded the quality of these views.

On the south and east side of the city the historic core comes almost to the boundaries of the city, as is evident by the boundary of the conservation area in these locations. Therefore, while the cathedral still enjoys a 360 degree setting, the

degrading of that setting that has taken place within the west to north arc means that it is all the more important to preserve the cathedral's and city's setting in the south to east arc.

The 2001 Ely Environmental Capacity Study (which was adopted by ECDC as Supplementary Planning Guidance) remains valid and relevant to the consideration of development on these sites. As well as identifying a series of quintessential views towards the cathedral the study also identifies an important 'green wedge' that extends from the open countryside to the south of the city and across both these sites and the adjacent golf course. It should be noted that this 'green wedge' is not affected by current development proposals on the Octagon Business Park site. When considering 'green wedges' the Ely Environmental Capacity Study sets out (on pages 23-24):

'Green wedges, like the nature of the settlement edge, influence distinctiveness of place and route, gateway points and generally enable one to reach the historic core of the settlement shortly after passing through the gateway to the city. They therefore assist in linking the settlement with the surrounding landscape setting but also bolster the sense of arrival at an historic place.'

'Areas of landscape that currently form important green wedges include the golf course and land between Witchford Road and Cambridge Road in the south and land to the north of Lynn Road between Ely and the settlement of Chettisham. In both cases the landscapes are in recreational or agricultural use and form part of the Ely Island landscape character area.'

Chapter 8 of the Ely Environmental Capacity Study goes on to consider the distinctiveness of Ely and its future, and considers future development areas. The document (on page 35) describes the context of South Ely as follows:

'The southern edge of Ely has developed an attractive balance of public open space, trees and agricultural land that contributes positively to the approach to the city. This urban edge and sequence of spaces has resulted in limited views to the developed edge of the city, which is generally screened by trees and vegetation. The Cathedral is seen rising above this fringe of trees – one of the quintessential views of the city. As a result of this attractive existing edge it would be inappropriate to allow development which diminishes these spaces, character and approach.'

In the late 1990s, the triangular site south of Witchford Road and west of Cambridge Road was considered for a number of proposals through the Local Plan process, including a business park, hotel and housing. We provided a number of representations throughout the Local Plan process and examination, including our letter of 5 October 1998 to ECDC where we commented specifically on the triangular site and adjoining golf course. The Inspector's report of June 1999 included a number of paragraphs on the heritage issues for this site and adjoining golf course, including the following:

'13.15.53 However, these considerations do not satisfy the clear-cut statement from

English Heritage regarding the importance of the openness of the triangle land in the morphology of Ely's pattern of development, with which I concur. I find that the combined open areas of the triangle land and the City of Ely Golf Course provide a suitable principal approach to this historic market town and a splendid setting for the mediaeval sentiment and its principal feature, the Cathedral. I consider it particularly refreshing, bearing in mind the importance of agriculture to the local economy, to find working farmland so close to the commercial heart of this market town. Retaining this example of rus in urbe so close to the City Centre is an important consideration, which, in my judgement, was given insufficient weight at the previous Local Plan Enquiry.....this has been the principal approach to Ely by road visitors to the City for a long time, and I consider that this open rural aspect of the main entrance to an important historic centre should be maintained. It would be irreparably lost if the west side of Cambridge Road were developed as a business park, even if this took the form of low-rise structures in a parkland setting.'

In conclusion, English Heritage considers that allocating either or both of the Church Commissioners' sites would erode the important 'green wedge' on the south side of the city and impact adversely on the setting of Ely Cathedral and the historic city (as represented by the conservation area). This would result in considerable harm to the significance of both these important designated heritage assets. Development of either site would also be in direct contravention of the findings set out in the Inspector's report into the Local Plan in 1999 and the importance the Inspector placed on the open rural aspect of this approach into the city.

In deciding whether to allocate these two sites the Council will need to weigh the identified harm against the wider public benefits. A necessary part of that process will be a consideration of alternative sites. Given the acknowledged international importance of Ely Cathedral and the findings of the Inspector's Local Plan report in 1999, English Heritage recommends that less sensitive sites are identified elsewhere within the District to accommodate the additional housing need identified by the Inspector at the recent examination in public of the emerging Local Plan. We consider that the allocation of these two sites would be unsound in terms of not being justified, effective or consistent with national policy.

Yours sincerely

Tom Gilbert-Wooldridge
Historic Environment Planning Adviser
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