

Foreword

A Fantastic Future for Fenland

Our local communities care passionately about Fenland - and who can blame them? The fantastic scenery, friendly atmosphere and picturesque towns and villages help to make Fenland a great place to live, work and visit. As the district continues to grow and prosper, Fenland District Council wants to work with partners and local communities to help further improve the quality of life for all Fenland residents. We also feel it is important to retain the special qualities that make our district unique.

Growth will not only be in housing and population but also in economic activity, jobs and infrastructure. There are also important social and environmental aspects which need tackling, health inequalities to address, and education and skills to be improved. We need to provide services for an ageing population and also deal with migration issues.

Fenland District Council has produced this Local Plan document to explain how the district is expected to grow, in a sustainable way, over the next 20 years and beyond.

We believe this document will deliver a bright and prosperous future for Fenland.

We really have valued your input on draft versions of this important document, which will help to shape the next 20 years of key investments by public and private sector businesses and help build a fantastic future for Fenland.



Councillor Alan Melton
Leader of the Council



Councillor Peter Murphy
Portfolio Holder for Strategic Planning

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1. Introduction

1.1. Introduction

1.1.1. This is the Local Plan document for Fenland. It contains the policies and broad locations for the growth and regeneration of Fenland over the next 20 years.

1.1.2. Within this document you will find a vision for what Fenland could be like in 2031. There are also some objectives to explain what is trying to be achieved and a set of policies setting out what and how much development should take place. Some of this information will also be shown on maps to help you visualise where the development will happen.

1.1.3. You will see that this Local Plan:

- is underpinned by a desire to strengthen the health and wellbeing of Fenland's residents
- is aiming to build 11,000 new homes between now and 2031, with large new housing areas on the edge of Wisbech, March, Chatteris and Whittlesey
- provides new land to attract new businesses and jobs
- sets out policies to ensure development is of high quality, sustainable and meets the needs of everyone
- sets out policies to ensure all the infrastructure, such as play areas, new schools and upgraded sewerage disposal, are provided at the same time as the new homes.

1.2. National Planning Policy Framework (NPPF) and the Fenland Local Plan

1.2.1. The NPPF was issued by government in March 2012 and this Local Plan has been written to complement it. Should the NPPF be revised in the future then references to the NPPF in this document should be checked against the latest version of the NPPF in force at that point in time.

1.3. Contact Details

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2. Spatial Portrait, Key Issues, Our Vision and Our Objectives

2.1 Fenland in Context



- 2.1.1 Fenland covers approximately 200 square miles within the county of Cambridgeshire. It is a rural and sparsely populated district with many diverse communities, each with very different needs.
- 2.1.2 Geographically, Cambridge and the rest of Cambridgeshire are to the south, Peterborough to the west and Kings Lynn & West Norfolk to the east. The sub-regional centres of Cambridge, Peterborough and Kings Lynn have a considerable influence on various parts of the district in terms of employment, retail and health provision.
- 2.1.3 Poor health is a key issue for Fenland. The following health indicators are significantly worse in Fenland compared to the England average: ¹
- Life expectancy for men
 - Levels of obesity amongst children.
 - Levels of adult smoking
 - Levels of physical activity amongst adults
 - Levels of people diagnosed with diabetes
 - Rates of road injuries and deaths
 - Numbers of hospital stays for alcohol related harm

¹ Taken from *Health Profile Fenland 2012* See: <http://www.apho.org.uk/resource/view.aspx?RID=50215&SEARCH=fenland&SPEAR=>

- 2.1.4 Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, in line with growth across Cambridgeshire. In the decade up to 2001, the district's population grew at four times the national average and has continued to grow rapidly since. The 2011 Census suggests Fenland has a population of approximately 95,300, compared to 83,700 in 2001 and 75,500 in 1991. Chatteris and March in particular have accommodated significant new house building, as have Doddington, Wimblington and Manea. This growth is expected to continue and needs positively planning for.
- 2.1.5 Growth in employment in Fenland has not matched workforce expansion and out-commuting is increasing. Currently, almost 40% of Fenland's working population commute out of the district for work. To meet the needs of the growing workforce, Fenland requires growth in employment land and business opportunities, leading to an improved range of jobs for everyone. To achieve this, infrastructure needs to be improved to retain and attract employers, and the district needs to keep its presence and appeal in front of potential investors.
- 2.1.6 Based on the Index of Multiple Deprivation (2010), Fenland is Cambridgeshire's most deprived district (ranking as 94th most deprived authority out of 326 nationally). Deprivation levels in Fenland are generally more severe to the north of the district, and this is evident in Wisbech in particular.
- 2.1.7 Fenland has a unique environmental character, with its flat, open landscapes, big skies and complex network of drainage channels and watercourses. Although much of the land outside settlements is intensively farmed, there are areas, including within the watercourses, which remain important for their biodiversity and/or heritage value. Each of the four market towns in the district has its own individual character which has evolved over time in response to key changes in history – the drainage of the fens, the arrival of the railways and the growth of the motor car. There are 20 scheduled monuments, 10 conservation areas and over 650 listed buildings of special architectural or historic interest. The gardens of Peckover House in Wisbech are included in English Heritage's register of parks and gardens of special historic interest.

2.2 Key Issues (Fenland Sustainable Community Strategy and Neighbourhood Planning Vision)

2.2.1 The **Fenland Sustainable Community Strategy** (SCS) 2009-2012² sets out how the public, private, community and voluntary services will work together to make Fenland an even better place to live and work. It recognises that there are some big challenges to overcome, but emphasises that the Fenland Strategic Partnership, who produce and monitor progress of the SCS, are dedicated to tackling them together. The strategy is structured around the following themes:

- Health and Social Well-being
- Safer and Stronger Communities
- Economic and Sustainable Communities

² "Shaping Fenland's Future Together - The Fenland Sustainable Community Strategy For 2009-12", Fenland Strategic Partnership, 2009: <http://www.fenland.gov.uk/article/1785/Fenland-Strategic-Partnership>

- Building a Sustainable Environment
- Children and Young People

2.2.2 To help tackle these issues, Chapter 4 of the SCS also committed its partners to preparing a ‘Shaping Fenland Together’ project, which was subsequently renamed **Fenland Neighbourhood Planning Vision (FNPV)**. This project has happened (in 2010-11), and took a fresh look at developing an integrated approach to understanding the social, economic and environmental issues. The concept was to ensure that the future growth of Fenland is set within an overall context that is sustainable and that delivers real benefits for the local community.

2.2.3 The FNPV work ultimately suggested that, to help address the challenges, it was essential that high levels of growth were promoted and enabled. Through growth, issues such as community deprivation, the shortfall in infrastructure and low skills could start to be tackled and addressed. In addition, growth would attract investment, attract businesses and attract new residents to the district. Thus, overall, growth would build a stronger, better and more sustainable Fenland. The outcome of the FNPV work, whilst officially only a ‘consultant’s recommended approach’, has influenced the content of this Local Plan.

2.3 Local Plan Vision

2.3.1 The Local Plan vision for Fenland looks to maximise the potential of the area and deliver jobs, skills, dynamic town centres, vibrant villages, improved housing, and new infrastructure.

2.3.2 We believe the Local Plan vision will help make Fenland an even better place to live, work and visit.

Fenland Local Plan - Our Vision Statement

Fenland will nurture, grow and promote its market towns and villages. They will be attractive places to live, set within our unique and protected Fens landscape.

Everyone will recognise the increase in opportunities presented to them, whether that be improved health and wellbeing, new homes, a wide range of new job opportunities or places to play.

Between 2011 and 2031, Fenland will be a growing district, growing by 11,000 new homes, meeting the housing needs of all our communities. There will be increased employment opportunities across the district and a bolstered tourism economy, and existing businesses will be encouraged to expand. Growth in homes and jobs will be closely linked to each other, with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.

Growth will be focussed on our four market towns. But villages will not be left behind, with appropriate and sensitive development being permitted to ensure they remain thriving local communities.

New development will be safe and of a high quality design, with higher environmental standards than homes built in previous decades. The natural and historic environment will be protected and enhanced, with new development taking into account the surroundings of the area in which it would be situated.

Through growth, current issues such as health inequalities, community deprivation, infrastructure deficit and low skills, will be tackled and addressed. Growth will attract investment, attract businesses and attract new residents to the district.

Overall, sustainable growth will build a stronger, better and more sustainable Fenland.

2.4 Our Objectives

2.4.1 To help prepare detailed policies and proposals, we need to clearly set out what our overarching objectives are. These objectives have been used in a consistent way in both this document and the parallel Sustainability Appraisal process.

2.4.2 Our objectives, therefore, are:

Land and Water Resources:

- 1.1 Minimise the irreversible loss of undeveloped land
- 1.2 Increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems
- 1.3. Avoid any deterioration of river water quality

Biodiversity:

- 2.1 Avoid damage to designated sites and protected species
- 2.2 Maintain and enhance the geographical range, amount and viability of habitats and species

Landscape and Cultural Heritage:

- 3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally valued for their heritage interest; and protect/enhance their settings.
- 3.2 Create places, spaces and buildings that are well designed, contribute to a high quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.
- 3.3 Retain the distinctive character of Fenland's landscape.

Climate Change and Flood risk:

- 4.1 Increase use of renewable energy sources whilst minimising waste and the use of other energy resources
- 4.2 Limit or reduce vulnerability to the effects of climate change
- 4.3 Minimise vulnerability of people, places and property to the risk of flooding from all sources

Pollution:

- 5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)
- 5.2. Reduce the risk of pollution to the environment from contaminated land

Healthy, Inclusive and Accessible Communities:

- 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes
- 6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places
- 6.3 Redress inequalities related to age, gender, disability, race, faith, location and income

Economic Activity:

- 7.1 Help people gain access to a range of employment and training opportunities
- 7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy

2.5 The Policies and Proposals of this Local Plan

2.5.1 We have taken the Issues, Vision and Objectives set out above, and created strategic planning policies to achieve their aims. These are set out in the next four sections of this document under four broad groups as follows:

- **Overarching Strategy and Targets** (i.e. policies on the overall spatial strategy for Fenland, our key priority to address health and wellbeing issues and setting out the headline targets for the number of homes and jobs we want to build)
- **Proposals for Places** (i.e. policies and proposals for our each of our four market towns, plus our villages and rural areas)
- **Delivering the Infrastructure** (i.e. policies to ‘make it happen’, covering issues such as what infrastructure we need, what issues such as flooding need to be addressed and who is expected to pay for it)
- **Environment Quality** (i.e. policies to ensure what gets built is high quality in design terms, but also respects our natural and cultural heritage assets)

2.5.2 Each of the polices in this plan have been thoroughly tested via a ‘sustainability appraisal’ process and an ‘Appropriate Assessment’ screening process, to ensure that what we propose is the best option overall in terms of protecting our environment as well as meeting our social and economic needs.

2.5.3 In drafting the strategic policies and proposals, we have also taken into account other important plans and strategy documents prepared either by Fenland District Council or by neighbouring councils or other service providers. Examples include:

- Fenland Sustainable Community Strategy (see earlier)
- Adopted Core Strategies (Peterborough and King's Lynn & West Norfolk Core Strategies in particular)
- Cambridgeshire and Peterborough Minerals and Waste plans
- Cambridgeshire Joint Strategic Needs Assessments
- Cambridgeshire Health and Wellbeing Strategy
- Middle Level Commissioner's Strategy
- Adopted and emerging Fenland Market Town Transport Strategies
- Fenland District Council's Corporate Plan

2.5.4 We have also worked closely, and cooperated fully, with a wide range of stakeholders, to ensure what we plan for in this document aligns with their strategic aims and aspirations.

3. Overarching Strategy and Targets

3.1 A Presumption in Favour of Sustainable Development

Policy LP1 – A Presumption in Favour of Sustainable Development

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

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

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

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

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

3.2 Foundations for the Strategy

3.2.1 The foundations for Fenland's Local Plan are established by a number of documents. In the early stages, the most significant was the Regional Spatial Strategy (RSS) for the East of England (2008) – see text box below.

The RSS for the East of England (2008)

The RSS required Fenland to make provision for 11,000 dwellings between 2001-21, plus 550 dwellings per year during the years after 2021. It also set an indicative target of 70,000 net growth in jobs for Cambridgeshire between 2001 – 2021. Fenland was to play its part in meeting that county wide jobs target.

However, central government has revoked the RSS (3 January 2013). As such, whilst the associated RSS evidence is an important consideration, the Council has discretion to determine its own targets.

3.2.2 The second important foundation document for the Fenland Local Plan is the FNPV Study (2011) as introduced earlier, in section 2. This project established alternative scenarios for delivering growth and recommended a preferred one. It developed spatial options for the scale and distribution of growth (taking into account such matters as the national and regional policy context, locations with developer interest, absolute and non-absolute constraints, and available infrastructure capacity). The outcome of this process was a recommended spatial option. The policies and proposals of this Local Plan have emerged from the conclusions of that work, though it has not necessarily prescriptively followed the recommendations.

3.3 Facilitating Health and Wellbeing of Fenland Residents

3.3.1 As noted by the World Health Organisation 'health' is *"a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity. The enjoyment of the highest attainable standard of health is one of the fundamental rights of every human being without distinction of race, religion, political belief, economic or social condition"*³

3.3.2 There are many different factors which have an important influence on people's health. The factors which have been found to have the most significant influence are widely known as the determinants of health. While health services make a contribution to health, most of the key determinants of health, for example, education, employment opportunities, the ability to earn a reasonable wage, fit-for-purpose housing, open space, an active lifestyle, cultural and community facilities, healthy food, care and health facilities, and safe environments, lie outside the direct influence of healthcare.

3.3.3 However, the planning system, and new development in particular, can make a real difference in these areas. This is because the planning system has a major influence on the 'local economy and environment', which is the outer ring in the internationally respected model identified overleaf, the same model being the foundation of the new statutory Cambridgeshire Health and Wellbeing Strategy (adopted 2012). The model demonstrates that if we can get the outer shell of 'local economy and environment' right, then we set the framework for establishing successful 'local communities', and successful local communities will support greater 'activities', which in turn facilitates healthy 'lifestyles', which finally leads to a greater likelihood of a healthy 'individual'.

3.3.4 And the model equally demonstrates that if the planning system gets the 'local economy and environment' wrong (i.e. the layer in the model it has most influence), then it can ultimately have a detrimental effect on an individual's health.

3.3.5 There is a particularly pressing need to tackle this issue in Fenland because, as identified in the latest Joint Strategic Needs Assessments for Cambridgeshire (JSNA) and NHS's Health Profile Fenland 2012, Fenland has high levels of obesity, low levels of exercise and healthy eating, high rates of road injuries and deaths, high levels of smoking and low male life expectancy compared to Cambridgeshire, the East of England and national averages.

³ Extract of the Constitution of the World Health Organisation – see: <http://apps.who.int/gb/bd/PDF/bd47/EN/constitution-en.pdf>



Source: Cambridgeshire Health and Wellbeing Strategy 2012-2017 (adopted 2012)

- 3.3.6** It is essential therefore that this Local Plan makes provision for appropriate housing, improved access to quality local services, healthy transport choices such as cycling and walking, access to our green infrastructure and active recreation, good place making (including creating new, and connecting with existing, vibrant and successful communities), and promoting renewable energy and energy efficiency to help address fuel poverty.
- 3.3.7** The Council's commitment to improve the health and wellbeing of its residents also extends to mental health which can be helped through creating environments based on equality and fairness, the promotion of community cohesion, and the reduction of crime, the fear of crime and anti-social behaviour. Our residents are entitled to expect equal chances in employment, education, housing and health, and live in a safe environment. Development can contribute to these aims.
- 3.3.8** Diet is also a key determinant both of general health and obesity levels. However, whilst The Fens⁴ provide 37% of all vegetables grown in England, has half the country's Grade 1 and 2 agricultural land and has a food and drink manufacturing

⁴ See - FENS FOR THE FUTURE: A Strategic Plan for Fenland - A Proposal for an Enhanced Ecological Network - June 2012 [http://www.eobiodiversity.org/reports/Fens%20Plan%20Final%20Report%20\(with%20maps\).pdf](http://www.eobiodiversity.org/reports/Fens%20Plan%20Final%20Report%20(with%20maps).pdf)

sector generating a turnover of approximately £1.7 billion, it has a resident population who, relative to other parts of the country, eats less fruit and vegetables and is more likely to be obese. The Council is determined to turn around this situation and promote access to healthy and local food, which also has the additional benefit of being low carbon food due to the low mileage such foods have travelled. All development, whenever possible, should contribute to meeting this aim.

Policy LP2 – Facilitating Health and Wellbeing of Fenland Residents

Development proposals should contribute to the Council's goal of Fenland's residents achieving the highest attainable standard of health, irrespective of their race, religion, political belief, economic or social condition, sex or age.

Development proposals should positively contribute to creating a healthy, safe and equitable living environment by:

- creating an environment (built and social) in which communities can flourish (see all policies in this plan);
- creating sufficient and the right mix of homes to meet people's needs, and in the right location (see LP3, LP4 and LP5);
- planning housing that reflects the changes that occur over a lifetime so people are not excluded by design as they grow older and frailer or as their circumstances change ('lifetime homes') (see LP5);
- building homes which are easy to warm (see LP14(A)) and safe from flooding (see LP14(B));
- promoting high levels of residential amenity (see in particular LP7 and LP16);
- creating opportunities for employment in accessible locations (see LP3 and LP6);
- promoting and facilitating healthy lifestyles (see, for example, LP7, LP15 and LP16);
- providing good access to health, leisure and recreation facilities (see, for example, LP7, LP13 and LP16);
- providing and maintaining effective, sustainable and safe transport networks to ensure access to all essential services (see LP15);
- helping to reduce crime, the fear of crime and anti-social behaviour (see LP17);
- considering the equality and diversity requirements of residents and local communities (see, for example, LP5, LP7, LP16 and LP17); and
- avoiding adverse impacts (see in particular LP16);

Development proposals should also acknowledge, and provide or protect as appropriate, the role of allotments, farm shops and farmers markets in providing access to healthy, affordable and locally produced food.

For major developments, the Council will require a Health Impact Assessment⁵ (HIA) to be submitted with a planning application. Such an HIA will enable the applicant to demonstrate how this policy has been met. The HIA should be commensurate with the size of the scheme.

⁵ See: http://www.apho.org.uk/default.aspx?QN=P_HIA

The Spatial Strategy, the Settlement Hierarchy and the Countryside

3.3.9 Based on the context, objectives and vision of this Local Plan, and the priority need to strengthen the health and wellbeing of Fenland residents, the next policy first sets out the overarching spatial strategy for the Local Plan. This is then followed by the important next step of establishing a settlement hierarchy. A settlement hierarchy ranks settlements according to their size and range of services and facilities. In general terms, a hierarchy helps in decision making in terms of identifying settlements for new homes, new jobs and the targeting of investment in any new services or facilities.

Policy LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

The overall strategy is for sustainable growth, including new housing and job creation, in order to facilitate the health and wellbeing of Fenland's residents. The focus for the majority of growth is in and around the four market towns. Development should create strong, sustainable, cohesive and inclusive communities, making the most effective use of previously developed land (except where that land is of high environmental value), and enabling a larger number of people to access jobs, services and facilities locally. Development should provide the scale and mix of housing types that will meet the identified need for Fenland (as informed by an up-to-date Cambridge Sub Region Housing Market Assessment (SHMA)) and a range of new job opportunities in order to secure balanced communities.

Decisions on investment in services and facilities, and on the location and scale of new development, will be taken on the basis of a Fenland Settlement Hierarchy. The hierarchy is as follows:

Market Towns - The majority of the district's new housing, employment growth, retail growth and wider service provision should take place in these settlements:

- Primary Market Towns: March and Wisbech
- Other Market Towns: Chatteris and Whittlesey

Growth Villages –For these settlements, development and new service provision either within the existing urban area or as small village extensions will be appropriate albeit of a considerably more limited scale than that appropriate to the Market Towns.

- Wimblington*; Doddington*; Manea; and Wisbech St Mary

**Note: Development at Wimblington and Doddington will be appropriate provided that capacity at, or in the sewerage network leading to, the Waste Water Treatment Work in Doddington can be addressed. Developers are advised to contact Anglian Water at the earliest opportunity.*

Limited Growth Villages - For these settlements a small amount of development and new service provision will be encouraged and permitted in order to support their continued sustainability, but less than would be appropriate in a Growth Village. Such development may be appropriate as a small village extension.

- Coates; Elm; Friday Bridge; Leverington; and Parson Drove

Small Villages: In these settlements, development will be considered on its merits but will normally be of a very limited nature and normally be limited in scale to residential infilling or a small business opportunity.

- Benwick; Christchurch; Eastrea; Gorefield; Guyhirn; Murrow; Newton; Turves; and Tydd St Giles

Other Villages: In the following other villages, residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage.

- Church End, Coldham, Collett's Bridge, Foul Anchor, Pondersbridge, Rings End, Tholomas Drove and Tydd Gote

Elsewhere: Development elsewhere (i.e. in an area not falling into one of the above categories), will be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs). Any such development will be subject to a restrictive occupancy condition.

3.3.10 Policy LP3, together with other policies, steers most new development to those larger places that offer the best access to services and facilities (both now and for the foreseeable future). This can help reduce the need to travel, as well as making best use of existing infrastructure and previously developed land in built-up areas.

3.3.11 It is Government policy that the countryside should be recognised for its intrinsic character and beauty, whilst supporting thriving communities within it. Government policy also states that isolated homes in the countryside should be avoided unless there are special circumstances. By identifying the settlement hierarchy and distinguishing between settlements and the countryside, the policy restricts development in the countryside other than that where a rural location is fully justified by special circumstances.

3.4 Housing Growth and Meeting Housing Need

3.4.1 The Fenland Local Plan needs to plan for the provision of sufficient homes in the district, and ensure that the type of homes provided are located in the right locations and meet local needs.

3.4.2 **Scale:** This Local Plan is for the period 2011-2031, and is planning for 11,000 new homes in the 20 year period. This scale of growth has been derived from a variety of sources, including the evidence base behind the now revoked RSS, the FNPV study, latest Strategic Market Housing Assessments, past delivery and forecasting work. However, the Council aspires to continued growth in Fenland in the long term (beyond 2031). If necessary, for example if the housing and jobs market is strong and delivery has been high and in sustainable locations in the early part of this current Local Plan period, then the Council will undertake a review of this Local Plan, with such a review potentially enabling further growth to come forward.

- 3.4.3 Distribution:** The distribution of housing development will comply with Policy LP3 which aims to ensure that development takes place in the most sustainable locations in the district, whilst addressing local needs. Policy LP4 and other policies identify the amount of growth for each settlement (or groups of settlements), which is subsequently broken down further to broad or specific locations of growth for each of the Market Towns in Policies LP8-11.
- 3.4.4 Phasing:** In some cases, the level of growth proposed may not be possible without improvements in supporting infrastructure, particularly utility provision; or one area of growth may not be possible until another linked area has been completed. It may therefore be necessary to phase the delivery of broad locations of growth, underpinned by a strong master planning approach (see also Policy LP7).
- 3.4.5 Delivery:** The Council's Authorities Monitoring Report 2011/12 (published in December 2012) indicates that a net total of 6,087 dwellings were built in Fenland between 2001 and 2012, which is an annual average of 553. To achieve our target of 11,000 dwellings between 2011-2031 will, therefore, require a similar level of average build (550 dwellings) each year for the next 20 years. This is double what has been achieved each year between 2008-2012, but less than was achieved in the mid part of the last decade when the rates were over 750 dwellings per year. If it appears that the average rate of 550 dwellings per year is being consistently exceeded or under delivered, then the Local Plan will be reviewed.
- 3.4.6** It is estimated that 2,035 properties will come forward in the plan period from April 2013 on specific sites which are already committed (i.e. dwellings completed post April 2013, or on sites with planning permission where work has not yet started or is partially completed). In addition it is estimated that approximately 2,005 dwellings will come forward on sites which meet the criteria based policy set out below but are of a scale too small to identify as a broad or specific location of growth on the Policies Map and Key Diagrams linked to Policies LP8-11.
- 3.4.7** Further details and the predicted levels of supply year on year throughout the Plan period (the 'housing trajectory') are set out in the implementation and monitoring section of this document. This trajectory will be carefully monitored each year and action taken if significant variations start to arise.

Policy LP4 – Housing

Part A – Housing Targets

This plan enables 11,000 new homes to be built in the district between 2011 and 2031, plus a further 550 on the edge of Wisbech in the Kings Lynn and West Norfolk Borough Council (KLWNBC) area. Development will be directed to the strategic allocation sites identified on the Policies Map and the broad locations of growth as identified in the town maps contained in this document. For each of the four market towns and 'other locations' the approximate targets for the period 2011-2031 are below.

	District Total	Wisbech	March	Chatteris	Whittlesey	Other Locations
Total	11,000	3,000 + 550 in KLWNBC	4,200	1,600	1,000	1,200

For 'Other Locations' (i.e. rural areas and villages) see also policy requirements as set out in Policies LP3 and LP12.

Part B - Criteria for Assessing Housing Development Proposals:

For housing proposals in the specific and broad locations for growth, see, in particular, Policy LP7. For housing proposals in or around villages, see, in particular, Policy LP12. For small scale housing proposals on the edge of market towns, or any housing proposals within market towns, see, in particular, Policy LP16.

Large scale housing proposals (i.e. 250 dwellings or more) on the edge of market towns are directed to the identified specific or broad locations for sustainable growth. Any other large scale housing proposals on the edge of market towns away from these areas will be refused.

3.4.8 Types of housing: The provision of additional affordable housing in the district is one of the key aims of this Local Plan. The Strategic Housing Market Assessment for the Cambridge Housing Sub-Region (SHMA: 2012) identifies a need for 3,527 dwellings to be affordable in the district in the plan period, if the backlog and newly arising need is to be met. If this need is to be helped to be addressed, it is therefore essential that a high proportion of all new developments are affordable. Policy LP5 sets out requirements for affordable housing, informed by local market conditions, levels of need, and viability/feasibility testing (information on viability testing is set out in the Council's 'Affordable Housing Viability Document' on the Council's website www.fenland.gov.uk).

3.4.9 The accommodation needs of other groups in the community also needs to be considered – for example, pitches and plots for Gypsy and Travellers and Travelling Showpeople, and housing for elderly and/or disabled people. In this regard, the Council will seek housing development schemes which meet Lifetime Homes standards.

Policy LP5 – Meeting Housing Need

Part A – Affordable Housing

On all housing development sites (whether as new-build or conversion) of 5 dwellings or more, the Council will seek provision of the following:

- (a) on sites of 5-9 dwellings, 20% of dwellings to be affordable housing. In practice, this means the following affordable housing provision:

- a site of 5 dwellings: 1 dwelling to be affordable
- a site of 6 dwellings: 1 dwelling to be affordable, plus the payment of a financial contribution* to the Council, of broadly equivalent value to the provision of 0.2 of a further affordable home on that site, to enable some housing need to be met elsewhere (unless the scheme provides more than one affordable home on site);
- a site of 7 dwellings: as 6 dwellings, but a 0.4 financial contribution;
- a site of 8 dwellings: as 6 dwellings, but a 0.6 financial contribution;
- a site of 9 dwellings: as 6 dwellings, but a 0.8 financial contribution.

(b) on sites of 10 or more dwellings, 25% of the dwellings as affordable houses (rounded to the nearest whole dwelling);

Of the affordable dwellings provided, the exact tenure mix should be informed by and be compatible with the latest government guidance and an up-to-date local Strategic Housing Market Assessment (SHMA). This should form the basis of a S106 Agreement to accompany the submission.

The Council will expect to secure affordable housing on the basis of the above targets, but will negotiate with developers if an accurate viability assessment indicates these cannot be met in full. The viability assessment will be undertaken by the developer using a recognised assessment model.

Affordable housing shall be provided on-site, unless the developer can demonstrate exceptional circumstances which necessitate provision on another site, or the payment of a financial contribution* (of broadly equivalent value) to the Council to enable some housing need to be met elsewhere. The Council, in undertaking negotiations, will take into account the financial viability of any individual scheme (using a recognised viability model).

** Please see box following this policy to demonstrate how the contribution calculation will be undertaken*

Part B – Affordable housing provision on sites which in combination provide 5 or more dwellings

If a development scheme comes forward which in accordance with Part A of this Policy does not require the provision of affordable housing, but the scheme is followed by an obviously linked subsequent second development scheme at any point where the original permission remains extant, or up to 5 years following completion of the first scheme, then if the combined total of dwellings provided by the first scheme and the second or subsequent scheme provides 5 or more dwellings, then the above thresholds will apply cumulatively. The precise level of affordable housing to be provided will be 'back dated' to include the first scheme. See worked example box for details.

Part C – Meeting Wider Housing Need

Working in partnership with developers, housebuilders, registered social landlords and other stakeholders, the Council will seek, and developers are expected to provide in appropriate circumstances, housing solutions that meet market expectations, including executive homes and self build homes, as well as meeting the particular needs of all sectors of the community,

such as the disabled and the elderly. The Council also expects developers, through the design of developments, to contribute to Fenland District Council's and Cambridgeshire County Council's aim of enabling people to live in their own homes for as long as possible. In this regard, where appropriate and viable, the Council will seek all new housing to be of a Lifetime Homes Standard.

Part D – Gypsy and Travellers and Travelling Showpeople

The Council, working with the County Council, will maintain a local assessment of need for Gypsy and Traveller pitches (permanent and transit) and Travelling Showpeople plots. The outcome of these assessments will assist the Council in the determination of planning applications. The latest published evidence (November 2013), prepared jointly with the County Council, indicates there is no need for Fenland District Council to identify any new pitches.

Irrespective of whether an up-to-date need is identified or not, the Council will still determine applications on a case by case basis. The criteria which will be used to assess suitable new Gypsy and Traveller and Travelling Showpeople caravan sites and associated facilities are:

- (a) the site and its proposed use should not conflict with other development plan policies or national planning policy relating to issues such as flood risk, contamination, landscape character, protection of the natural and built environment, heritage assets or agricultural land quality; and
- (b) the site should provide a settled base and be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school; and
- (c) the location, size, extent, access and boundary treatment of the site should allow for peaceful and integrated coexistence with the occupiers of the site and the local settled community; and
- (d) the site should enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing; and
- (e) the site should enable development which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties, the health and well-being of any occupiers of the site, or the appearance or character of the area in which it would be situated; and
- (f) the site should be served by, or be capable of being served by, appropriate water, waste water and refuse facilities whilst not resulting in undue pressure on local infrastructure and services.

The Council will be prepared to grant permission for sites in the countryside provided that there is evidence of a need (as identified in the local assessment), that the intended occupants meet the definition of Gypsy and Travellers or Travelling Showpeople as set out in Government guidance, and provided that the above criteria (a) to (f) are met. In the countryside, any planning permission granted will restrict the construction of permanent built structures to small amenity blocks associated with each pitch, and the Council will ensure, by means of a condition or planning obligation, that the site shall be retained for use as a Traveller site in perpetuity.

How the Council will calculate a financial contribution for affordable housing:

The Council will, as a starting point for negotiations, use the following calculation on sites of 5-9 dwellings, or in exceptional circumstances on sites of 10 or more dwellings, to determine an appropriate financial contribution in lieu of on-site provision.

This will be calculated on a case by case basis as follows:

[Indicative open market value for a new build **2 bed property** (built to Design & Quality Standards or equivalent) within the broad neighbourhood within which the site falls]

+

[Indicative open market value for a new build **3 bed property** (built to Design & Quality Standards or equivalent) within the broad neighbourhood within which the site falls]

= X



Divide X by 2 to achieve Y, with Y therefore being an 'average price' of a typical property meeting affordable needs.

$$X \div 2 = Y$$



From Y minus an indicative Registered Provider (RP) offer for an affordable housing unit to give Z.

$$Y - \text{RP Offer} = Z$$



This value [Z] is the equivalent affordable unit cost, and, at the time of adoption of this Local Plan, is likely to be in the region of £40-60,000 (depending on local market circumstances).

Worked example for Part B of Policy LP5

Permission is granted in year 1 for four dwellings. In accordance with the policy, nil affordable housing provision is required.

All four dwellings are built in year 2.

In year 6, a second application is received for an adjacent site for a further three dwellings.

For affordable housing purposes, this second application is assessed in combination with the first application. As such, the total number of dwellings is seven and thus, in accordance with the policy, one affordable home plus a financial contribution to the value of 0.4 of an affordable home will be required for the second application.

Development viability will be assessed on the entire scheme (i.e. both application sites), not the second site in isolation.

3.5 Employment and Retail

3.5.1 A key part of the Vision for Fenland is to increase employment opportunities across the district. Opportunities will be sought to encourage emerging 'green' economies, bolster the tourism economy and to encourage existing businesses to expand. It is also an aspiration of the Council to broaden the economy so as to offer a wider choice of employment opportunities and achieve a more balanced economy.



3.5.2 A balanced economy will help to reduce out-commuting which causes congestion, is detrimental in environmental terms, and impacts on the quality of people's lives. The provision of additional employment opportunities in the district will also help to boost the local economy and increase local spend.

3.5.3 To help ensure the aspirations for economic growth set out in this Local Plan become reality, the Council adopted, in parallel and complementing the Local Plan, an Economic Development Strategy in February 2013. The Strategy covers the following issues:

- Baseline position of Fenland's economy
- Fit with national and sub-regional economic strategies
- The Council's vision for Fenland's economy to 2031
- A 'Model for Growth' of the Fenland economy
- How the Council will facilitate economic growth, with clear policy and actions
- Promotion and support arrangements
- Action Plan and Monitoring arrangements

3.5.4 It is essential that this Local Plan provides a positive and supportive framework for employment related development. As at 2011 there were estimated to be approximately 40,000 jobs in the district, with a particular emphasis on agriculture, food and drink industries and distribution. Retailing also provides significant employment in the district. Forecasting based on past trends and national assumptions on growth in industries, suggests that growth will continue to be seen in retailing, food and drink and business services.

3.5.5 The policy below seeks to encourage jobs growth in all sectors, but focuses on the provision of appropriate amounts of land for industrial, office and warehousing uses in sustainable locations which meet the needs of businesses, plus setting out the policy on meeting strategic retail needs.

- 3.5.6 To calculate the **scale of job growth**, a number of factors have been considered, including the evidence arising through, for example, the FNVP project (see Section 2.2), the economic development strategy for Fenland, the use of forecasting models, the need for jobs to support housing growth and demographic trends. However, it is also influenced through the aspiration and vision of Fenland District Council to support the economy, create more jobs and reduce out commuting. All of this evidence points to the need to plan for a net increase in jobs of around 7,200 over the period 2011-2031.
- 3.5.7 Meeting this jobs growth target will require input from a wide range of partners, and is also ultimately dependant on national and international factors. Nevertheless, the planning system can make a significant contribution by ensuring sufficient quality land is available in the right locations. The first step in this process is through **translating jobs into employment land requirements**. This is achieved through applying a number of assumptions including the proportion of jobs in land use classes of industrial, office and warehousing [known as Class B uses], and density and floor space ratios. A further comparison is also made against the continuation of the historic employment land completion rate. Considering these approaches together, a total figure of around 85 hectares of employment land is thought likely to be required to meet projected labour demand, support housing growth and to provide flexibility and a choice of sites between 2011-2031.
- 3.5.8 Detailed information on the method that was used to translate employment scenarios into employment land requirements is contained in the Fenland Employment Evidence Report 2013 available at www.fenland.gov.uk.
- 3.5.9 Policy LP6 indicates how the estimated 85 hectares of new **employment land (official classed as land for B1/B2/B8 employment uses) is to be broadly distributed between settlements**. The distribution reflects the locational strategy set out in Policy LP3 as well as taking account of existing permissions in place (which is particularly relevant in the case of Chatteris which has a site of around 12ha with an unimplemented permission), and seeks to provide new employment opportunities in places that are sustainable and economically competitive. After taking account of permissions, and assumed losses, new employment land will come forward mostly as part of the master-planning approach for the mixed use specific and broad locations of growth as indicated in Policies LP8-11.
- 3.5.10 The **delivery of employment land** totals in Policy LP6 will be closely monitored to ensure that an adequate supply is coming forward and being delivered, and to see if the supply of employment land and the growth in jobs is aligned to housing growth. Any major deviation over a period of time could result in a full review of the Council's Economic Development Strategy, this Local Plan, or both.
- 3.5.11 The Council will also, through development associated with this Local Plan as well as wider complementary strategies, seek to increase **education attainment and skills** levels. This should, in turn, attract new businesses and investment to the district as well as higher paid jobs. The Council will work closely with relevant partners to attract employment opportunities, including the Greater Cambridge Greater Peterborough Local Enterprise Partnership (LEP).

- 3.5.12 The district benefits from a significant number of **tourists and visitors** each year. As well as the tranquil rural fenland landscape and historic market towns, visitor attractions include Goldenburgh Water, an inland diving centre to the east of Whittlesey, and the North London Parachute Centre near Wimblington which is nationally recognised by Sport England as a Significant Area of Sport in the Eastern Region.
- 3.5.13 The district has the potential to attract more tourists and visitors. The nature of the fenland geology with its perched / high water table in peat means that archaeological remains are likely to be well preserved and could contribute to heritage tourism.
- 3.5.14 New cultural, tourist and visitor attractions will therefore be encouraged and supported in appropriate locations, whilst proposals that would adversely affect an existing cultural, tourist or visitor attraction will be resisted.
- 3.5.15 Turning to the issue of **retail**, the offer in Fenland comes mainly from the four market towns. The Fenland Retail Study Update 2009 defines Wisbech and March as a 'Town Centre', with Chatteris and Whittlesey more closely meeting the definition of the smaller 'District Centre'.
- 3.5.16 Recent years have witnessed a general trend of decline in the retail offer of the centres in Fenland. All four towns have seen slippage in the national retail rankings, with Wisbech slipping from 368th position in 2001 to 511th in 2008. The combination of a significant amount of committed out of centre retail floorspace, and a shortfall of large, modern retail units to accommodate 'high street' shops, could further limit the appeal of these market towns. In addition, the proximity of the large settlements of Cambridge, Peterborough, King's Lynn and Huntingdon means there is also a high level of outflow (money spent) in shops outside the district.
- 3.5.17 The Council is committed to strengthening the role of market towns and other service centres and increasing the viability and vitality of such centres. Retail centres must have flexibility to adapt to these changes and provide a wide range of facilities and services in a high quality environment.
- 3.5.18 The retail strategy seeks to enhance the high street offer of both Wisbech and March, as the principal comparison goods centres within the district.
- 3.5.19 The Council will apply national policy to the selection of locations for new retail development.
- 3.5.20 The Council in particular wishes to advocate a strong "town centre first" message. This is because:
- the Fenland Retail Study Update 2009 indicates that both Wisbech and March have slipped significantly in the national rankings in terms of performance;
 - our Authorities Monitoring Report (2011) highlights a persistent loss in town centre floorspace year on year, a situation the Council wants to reverse;
 - both Chatteris and Whittlesey are also under pressure to maintain a good town centre retail offer.

- 3.5.21 The Council therefore considers it is essential that its town centres do not worsen further and that the existing offer is maintained and improved.
- 3.5.22 In order to help achieve this, the Council will direct proposals for retail uses in the first instance to the Primary Shopping Frontage (PSF), then to the Primary Shopping Area (PSA) and finally to within the Town Centre Boundary, all of which are defined on the Policies Map. Retail proposals outside the town centre will be assessed against the criteria in the NPPF.
- 3.5.23 The Council will consider the impact of any non-retail proposal in the above town centre defined locations but is mindful that in order to retain a good retail offer, it is also important that retail uses predominate in particular areas.
- 3.5.24 The Council expects that units within the PSF should be retained predominantly for a retail purpose. The Council considers that predominantly means that about three quarters of the uses in the frontage should be retained for retail purposes. There will therefore be opportunities for non-retail uses within these areas in some circumstances, but in the main, non-retail uses appropriate for a town centre will be expected to be located within the Town Centre Boundary but outside the PSA and the PSF.
- 3.5.25 In two locations in the policy below, a marketing exercise is stipulated as being required. The reason for this is that in some circumstances proposals for a change of use of land or buildings will require evidence to establish that the most recent use is no longer viable and that an appropriate marketing exercise has been carried out. The marketing exercise should be in the form of written evidence which confirms that bona fide attempts have been made to market the surplus property/ facility for a minimum period of 12 months at a value which reflects the particular circumstances of the existing use of the land or building. The marketing exercise should include advertisements in appropriate publications or websites relating to the particular circumstances of the proposal. In certain circumstances a viability assessment may also be required. Applicants are encouraged to contact the Council to discuss the scope of the marketing exercise.

Policy LP6 - Employment, Tourism, Community Facilities and Retail

Opportunities for jobs growth in the district will be maximised with the aim of achieving 7,200 net additional jobs over the period 2011-2031. To achieve this jobs growth target, the Council will facilitate the delivery of 85ha of new employment land to provide for business, industrial and distribution uses. This land will be delivered through sites with permission (as at 2011), appropriate intensification and extensions to established areas of employment and through a master planning approach within the urban extensions to the four market towns.

For each of the four market towns the approximate targets for the period 2011-2031 are below.

	District Total	Wisbech	March	Chatteris	Whittlesey
Total	85ha	30ha	30ha	20ha	5ha

**Note: the district total excludes any allowance for the possible Regional Freight Interchange to the west of Whittlesey. Should this come forward, this will be classed as a 'regional' rather than local provision of employment space, and will therefore be in addition to the 85ha total set out above*

The Council will seek to retain for continued use high quality land and premises currently or last in use for B1/B2/B8 employment purposes, unless it can be demonstrated through a marketing exercise that there is no reasonable prospect for the site being used for these purposes.

Employment proposals will be assessed against the following selection criteria:

1. Fit with the Council's spatial strategy (in terms of distribution and scale)
2. Fit with the specific and broad locations for growth identified in this Local Plan, or in other suitable locations on the edge of Market Towns where it can be demonstrated that such growth would be compatible with adjacent urban land uses
3. The size of the settlement and scale of housing growth proposed
4. Availability of and accessibility to public transport services
5. Site suitability in terms of physical constraints (e.g. access, flood risk)
6. Impact on natural and heritage assets
7. Impact in terms of urban/landscape character, and setting of settlements
8. Infrastructure capacity (see LP13)
9. Availability and deliverability of sites

In addition to the above:

- For new office-only proposals, other than small scale rural offices, priority will be given to locations in the centre of Market Towns (of an appropriate scale to the settlement), then edge of centre, then out of centre sites and for larger proposals will be subject to a sequential test
- For warehousing/distribution only proposals, priority will be given to locations close to the main trunk road and rail network

The rural economy will be supported by allowing appropriate proposals that meet the criteria as set out in Policy LP12.

Proposals which assist in providing super-fast broadband in the district will be supported.

The **Tourism** and visitor industry will be supported by welcoming new accommodation and attractions, and retaining hotels. The criteria 1-9 for general employment provision will apply to tourism accommodation proposals.

Existing cultural, tourism and visitor facilities will be protected and where possible enhanced. The development of new heritage tourism opportunities will be encouraged where appropriate. Planning permission will only be granted for a scheme which would result in the loss of an existing cultural, tourist or visitor facility if it can be demonstrated that the use is no longer viable, or an appropriate alternative is to be provided, which is at least equivalent to that lost in terms of quantity and quality and is in a sustainable location to best meet the needs of users. If the facility makes use of a heritage asset, the loss should not result in harm to the asset, either through demolition or any works associated with a change of use, or in its setting. Proposals that would have an adverse impact on a cultural, tourist or visitor facility will not be supported. Proposals which promote the use of the waterways network for navigation, cycling, walking, and other recreational activities will be supported (subject to there being no

significant negative impact, especially on protected species or habitats).

Retaining community facilities

Proposals that would lead to the loss of community facilities (e.g. public houses, village shops, community halls, post offices) will only be permitted if:

- 1) it can be demonstrated that the retention of the facility is no longer financially viable and an appropriate marketing exercise has been carried out, and it can be demonstrated that there is a lack of community need for the facility, or
- 2) an alternative facility is provided.

Retail development will be encouraged to maintain and enhance the vitality and viability of centres, with a requirement that the nature and scale of any retail development should be appropriate to the role and function of the centre in which it would be situated. For retail the Council will:

- embrace a strong ‘town centre first’ message when considering the most appropriate locations for retail and leisure development in the towns;
- support, and regenerate where necessary, existing Town, District and Local Centres to ensure they continue to cater for the retail needs of communities that they serve;
- apply, in decision making, the national policy approach in the NPPF.

The retail hierarchy in Fenland is:

- Town Centres – Wisbech and March
- District Centres – Chatteris and Whittlesey
- Other Local Centres – to follow the Settlement Hierarchy set out in Policy LP3

Future retail development will be directed to the Primary Shopping Frontages (PSF) and the Primary Shopping Area (PSA) and then Town/District centre locations. Thereafter proposals will need to follow the sequential approach set out in NPPF. The designated PSF, PSA and Town/District Centre boundaries for each Market Town are defined on the Policies Map.

Retail development located outside of the town centres, and of 500sq m gross floorspace or more, will also be required to undertake an impact assessment (as defined in the NPPF) to ensure the vitality and viability of defined centres are protected and/or enhanced.

Units within the PSF should be retained predominantly for a retail purpose. Development for a non-retail use (A2, A3, A4, A5 uses) at ground floor level within a Primary Shopping Frontage will be supported provided that the proposal, including any committed planning permissions, would retain the predominant retail element within the frontage, that there is no impact on the vitality and viability of the centre as a whole, and that all other relevant policies in the plan are satisfactorily addressed.

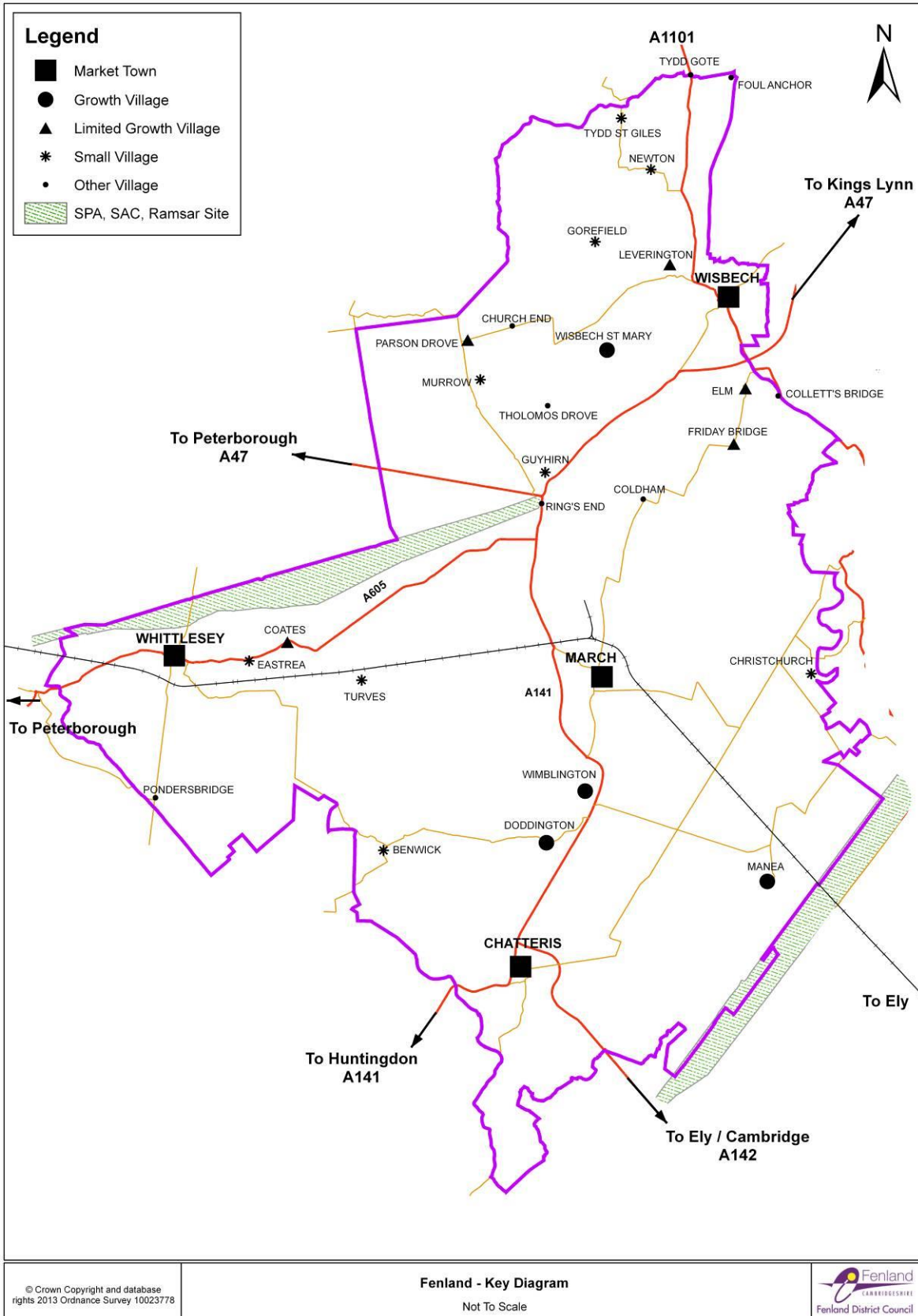
Existing commercial uses at ground floor level within the Town/District Centre boundary will normally be expected to be retained for an appropriate commercial use unless evidence indicates why this type of use can no longer be justified.

The re-development of any car park area should consider whether it is appropriate to make

compensatory provision for the loss of spaces as part of the development, in addition to that required by the Council's car parking standards.

Development of an appropriate scale that enhances the retail offer of March and Wisbech as the primary centres in the district will be supported. Linked to the Settlement Hierarchy as set out in Policy LP3, the scale of provision in the District Centres and the remaining smaller settlements should be proportionate and strengthen their roles in providing mainly convenience shopping to meet local needs and local services.

3.6 Key Diagram



4. Proposals for Places

4.1 Introduction

4.1.1 This section of the Local Plan sets out the Council's approach to development in the four market towns, plus a policy covering generic advice to development away from the market towns.

4.2 The Market Towns and Urban Extensions

4.2.1 A detailed policy for each market town follows and covers wide planning policy matters for those places. Each market town also has a Key Diagram map which identifies locations as to where major growth will take place. Some of these locations for growth are classed as 'strategic allocations'. This means their precise and specific boundary is identified, and can be found in detail on the Policies Map. These boundaries are fixed, and we would expect development proposals to come forward which align to them. The other locations for growth identified on the Key Diagram for the town are 'broad locations for growth', which, due to the current uncertainties over the precise location and scale of growth in these locations, are indicative locations for growth rather than specific allocations. As such, the actual development boundaries of these broad locations for growth are subject to determination at the broad concept plan and planning application stages, and are not identified on the Policies Map.

4.2.2 All four market towns have specific and/or broad locations identified for significant urban extensions and as such the following policy is important to ensure there is a clear and consistent approach to development of those urban extensions.

4.2.3 It is important that the new urban extension areas are developed as genuinely sustainable places, with a full range of residential opportunities to create balanced, mixed communities, employment areas and all of the services and facilities that will enable residents to meet their day-to-day needs locally. It is equally important that development of these areas takes place in a manner that is well integrated with the existing communities of Fenland, so that they are seen as, and function as, part of the market town which they adjoin, rather than stand-alone communities.

4.2.4 Experience also suggests that early planning to support the needs of children and families moving into the new homes is particularly important in preventing potentially costly interventions at a later date.

4.2.5 These new urban extension areas offer scope to implement the most up-to-date thinking in sustainable development, including the use of:

- new technologies in the design and construction of buildings to maximize renewable and low carbon energy sources;
- measures to increase water efficiency;
- measures to incorporate effective waste management facilities at the outset;
- opportunities for residents to walk, cycle or travel by public transport in preference to use of the private car;
- high speed broadband; and

- linked networks of multifunctional green spaces.

4.2.6 The policies in this chapter also refer to the preparation of a ‘town strategy’. The Council intends to prepare a town strategy for each market town. They will have a particular focus on the regeneration of each town, especially the town centre (and the subsequent knock-on effects which may arise elsewhere). Each such strategy will include a robust delivery plan, which demonstrates not only is there a demand for the changes which each strategy proposes, but also that it is economically viable to implement. Further details on these strategies will be published in due course. It is not currently intended that such strategies will have a formal planning status (such as a Supplementary Planning Document), but the Council would support giving them such status if wider stakeholders think this would aid their delivery.

Policy LP7 – Urban Extensions

Development of an urban extension (i.e. the broad or specific locations for growth identified in Policies LP8-11) must be planned and implemented in a coordinated way, through an agreed overarching broad concept plan, that is linked to the timely delivery of key infrastructure. With the exception of inconsequential very minor development, proposals for development within the identified growth locations which come forward prior to an agreed broad concept plan being produced will be refused.

The broad concept plan for the strategic allocations will be expected to cover the areas shown on the Policies Map, whilst those for the broad locations will be expected to cover the areas described in the relevant policy. An area designated as a broad location will not preclude a broad concept plan being considered and approved at the earliest opportunity, provided that all known constraints are demonstrated to be capable of being overcome.

Working with Fenland District Council and other relevant stakeholders, a broad concept plan should be prepared for each whole urban extension, making it clear all significant landowners are supportive, and submitted to the Council for approval. If one or more landowners are not supportive of the broad concept plan, then it will need to be demonstrated that a broad concept plan can still be delivered for the considerable majority of the urban extension without their involvement.

If requested by the proponents, and for an allocated site only, the approval process for the broad concept plan will be via Supplementary Planning Document (SPD) legislation. If an SPD is not requested, then proponents will be asked whether they would welcome the broad concept plan to be approved by Planning Committee as an informal ‘in principle’ approval to which both parties would expect subsequent planning applications to adhere to. If neither of the above options are taken up by the proponents, then the broad concept plan will be approved alongside consideration of the first planning application for the strategic allocation or broad location for growth.

Whilst phasing may be agreed, the Council will need to be satisfied that the key aspects of the broad concept plan will be delivered. Therefore, prior to any planning permission being granted, appropriate safeguards must be demonstrably in place to prevent cherry-picking of profitable elements of the urban extension being built first and the provision of appropriate

infrastructure either delayed or never materialising.

In addition to the other policies of this Local Plan (such as, in particular, Policies LP16-19 on Environment Quality) and unless something in Policies LP8-11 indicates otherwise for a particular area, the Council will seek the following, unless demonstrably inappropriate or unviable to do so:

- (a) Make efficient use of land;
- (b) Demonstrate how it will contribute to enabling healthy lifestyles;
- (c) Provide a broad range of housing choice by size and tenure (including market and affordable housing) and cater for people with special housing needs;
- (d) Contribute to providing for a wide range of local employment opportunities that offer a choice of jobs in different sectors of the economy, and especially jobs that align with an up-to-date Fenland Economic Development Strategy;
- (e) Make provision for an appropriate level of retail, leisure (including indoor and outdoor sports facilities), social, cultural, community and health facilities to meet local needs and, in the case of retail in particular, without having an unacceptable impact on the vitality and viability of existing centres;
- (f) Incorporate pre-school(s), primary school(s) and a secondary school, if the scale of the urban extension justifies any of these on-site, or, if not, a contribution to provision off-site (where required and subject to national regulations governing such contributions), in order to meet the needs generated by the urban extension. If provision is justified on-site appropriate land should be set aside to accommodate the school provision (including playing fields) and such land provided to the County Council at nil cost;
- (g) Provide, commensurate with the scale of the urban extension, a network of open spaces and green infrastructure for amenity, play, sport and recreation, including allotments, local nature reserves, woodlands, green spaces, wildlife corridors and stepping stones for the migration, dispersal and exchange of wild species. Such provision should respond positively to the wider area to ensure enhanced linkages and networks;
- (h) Make use of the best quality soils for allotments, where the development of the urban extension has to take place on agricultural land of the best and most versatile quality;
- (i) Protect and, where possible, enhance any features of biodiversity value on the site or which are off-site but might be affected by the proposed development;
- (j) Incorporate design solutions to maximise the use of energy from on-site renewable and/or decentralised renewable or low carbon energy sources; and maximise energy and water efficiency;
- (k) Provide details of a viable community transport strategy and measures for its implementation, linking the new community with job opportunities and services;
- (l) Incorporate appropriate landscape treatment which minimises the amount of hard landscaping and ensures that the development can be satisfactorily assimilated into the surrounding area;
- (m) Incorporate an appropriate flood risk management strategy and measures for its implementation.
- (n) Demonstrate availability and deliverability of the proposed scheme;
- (o) Aim to protect existing public assets, including open space and leisure facilities, and where the loss of such assets are unavoidable it should be replaced on site or elsewhere within the market town in a suitable location and prior to the loss of the existing facility. This provision should be in addition to the provision that will ordinarily be expected as part of the urban extension;

- (p) Ensure Rights of Way are protected, and enhanced where possible;
- (q) The Council will determine whether or not there is a need for Gypsy and Traveller pitches and Travelling Showpeople plots via a local assessment of need. If a need is identified, set aside a small area of land which is suitable for the provision of up to five Gypsy and Traveller pitches or Travelling Showpeople plots unless it would be demonstrably inappropriate to do so (e.g. in a wholly employment related urban extension). Such set aside land should be provided to the District Council at nil cost. Pitches and/or plots should be provided on-site unless the developer can demonstrate exceptional circumstances which necessitate provision on another site or the payment of a financial contribution (of broadly equivalent value) to the Council to enable the need for pitches and/or plots to be met elsewhere. Should the Council subsequently sell any land provided to it at nil cost, or sell any land it acquired through the payment of a financial contribution in accordance with this policy, then the payments received by the Council will be ring-fenced for the future needs of Gypsy and Travellers or Travelling Showpeople only;
- (r) Consider opportunities for the provision of new cemetery space;
- (s) Create safe environments, which incorporate appropriate design solutions that demonstrate inclusion of crime prevention measures that assist in reducing crime, the fear of crime and anti-social behaviour;
- (t) Ensure all aspects of the Minerals and Waste Development Plan are considered and issues arising appropriately addressed, including any safeguarding or consultation zones (or similar) and the provision of community waste management schemes;
- (u) Provide details of a strategy to support the creation of a successful neighbourhood community, addressing issues such as how the needs of children and families moving into the new homes will be supported. All community facilities should be well planned, have good governance structures and be on a sustainable financial footing (which may require an endowment or similar to be provided by the developer); and
- (v) Contribute to delivery of the applicable town strategy and market town transport strategy (once prepared).

4.3 Wisbech

4.3.1 Wisbech is the largest settlement in Fenland with a population of approximately 20,500. An inland port located on the River Nene, Wisbech has long played an important role as a trading centre serving a wide rural catchment. Today it remains an important destination for comparison retail and services for the surrounding rural communities. Key sources of employment include food processing industries, as well as manufacturing, logistics and storage. The town has high levels of deprivation in some areas. In terms of the local economy, a number of factors need improvements to increase competitiveness and attract new investment, including:

- higher educational attainment and skill levels;
- high employment levels;
- good transport links; and
- support for traditional employment sectors



4.3.2 Although all of Fenland's settlements contain pockets of deprivation, it is clear that Wisbech is the town with the greatest need for regeneration and where the benefits of growth could be most keenly felt. The delivery of new and improved social infrastructure, together with the investment in the Thomas Clarkson Academy through the Building Schools for the Future (BSF) scheme, will be vital in addressing health inequalities, improving skills and promoting community cohesion. While improving skills levels are vital in improving the town's competitiveness, unless there is an increase in the range of employment available, there will continue to be a skills leakage as skilled labour seeks opportunities elsewhere. There is a need for a greater variety of employment space to accommodate a range of new businesses in different sectors, in both town centre and out-of town locations.

4.3.3 Wisbech has a number of existing physical assets that can provide a catalyst for change. The town centre, although having suffered from steady decline, boasts an exceptional built heritage and a historic waterfront. There is also an important archaeological landscape within and around Wisbech. Combined with its location on the A47, this unique heritage already makes Wisbech a stopping point for tourists en route to the Norfolk coastline. There is an opportunity to capitalise more fully on the town's physical distinctiveness and attractive waterfront in order to lever greater tourist spend and boost the centre's vitality. The reuse of historic buildings can provide an attractive setting for high quality food/drink cultural, retail and visitor accommodation

offer. The provision of new open space will be important in order to address identified green infrastructure deficiencies. A large part of the rural area surrounding Wisbech is characterised by fruit orchards, with the more mature orchards having high biodiversity, informal recreation and amenity value. Orchards are a priority habitat in the Cambridgeshire and Peterborough Biodiversity Action Plan, and opportunities should be taken to retain and enhance them, incorporating them as a locally distinctive feature within new areas of development.

- 4.3.4 The district boundary with Kings Lynn and West Norfolk Borough Council (KLWNBC) is close or adjacent to the north and east of the town. Development in these areas will be dependent on the continuation of joint working with KLWNBC, Cambridgeshire County Council and Norfolk County Council. Of particular importance in this regard is the need to ensure that development proposed for Wisbech in the KLWNBC Core Strategy successfully complements existing and/or new development proposed at Wisbech which falls within Fenland District area.
- 4.3.5 In this respect, the two Councils are working towards agreeing a single development allocation which straddles the administrative boundary. The allocation will comprise the whole of the land to the east of Wisbech as identified on the Key Diagram and the Policies Map, plus additional adjoining land to the east and/or south of that land as falling in the KLWNBC administrative area. The precise boundary for this additional land is to be established via the KLWNBC Site Specific Allocations and Policies Local Plan, which is scheduled for further consultation in early 2013 and examination and adoption through 2013 and 2014. The two Councils have agreed that the whole of the allocated site (i.e. as established via the two respective plans) should come forward as a single broad concept plan and following the policy principles as set out in LP7 of this Local Plan.

Policy LP8 – Wisbech

Wisbech, alongside March, is the main focus for housing, employment and retail growth. All development should contribute to the promotion of Wisbech into a strong, safe and community focussed market town, preserving and enhancing its unique historic character and making appropriate use of its heritage assets to benefit its regeneration, tourism potential and sense of place.

However, the growth of Wisbech is constrained by the capacity of the highway network both internal (i.e. within the town) and external (i.e. the A47). As such, all Wisbech development proposals, and especially the urban extensions described below, must have an exceptionally strong focus on the provision of deliverable measures which should result in a modal shift to sustainable transport modes for residents and workers of both the new development themselves and, where possible, for existing communities.

New urban extensions to Wisbech will be supported in the following locations:

East Wisbech (strategic allocation): this area is identified on the Policies Map and is proposed to be of a predominantly residential nature. Prior to the consideration of detailed planning applications, a broad concept plan for the area will need to be agreed jointly by both Fenland District Council and Kings Lynn and West Norfolk Borough Council (KLWNBC). Indicatively, around 900 dwellings should come forward in the Fenland area

and 550 dwellings in the KLWNBC area (with the final latter figure to be determined via the KLWNBC Site Specific Allocations and Policies Local Plan). The proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity. This will require a significant upgrade to the junction of the A47 with Broad End Road (within the KLWNBC area), probably in the form of a new roundabout, with the arrangements for delivering such upgrade being agreed as part of the broad concept plan for the allocation. Existing areas of high quality woodland, including some mature orchards, and the disused railway should be retained and enhanced to serve as multifunctional public open space areas with amenity, biodiversity and community food value.

South Wisbech (broad location for growth): this area is located broadly to the north of the A47, south-east of New Drove, north and south of Newbridge Lane, and along Cromwell Road between Newbridge Lane and the A47/B198 roundabout. Provided all significant transport implications can be overcome (which is very likely to require improved east-west road links to relieve pressure on Weasenham Lane, with the arrangements for delivering such improved east-west links being agreed as part of the broad concept plan for the broad location), the area will be predominantly for business purposes, though there is some potential for residential development in the eastern half (very approximately, around 100). Existing areas of high quality woodland, including some mature orchards, should be retained and enhanced to serve as multifunctional public open space areas with amenity, biodiversity and community food value. Noise mitigation and screening measures should be provided along the A47, and between the residential and business areas as appropriate.

West Wisbech (broad location for growth): this area is located broadly to the north of Mile Tree Lane, south of the B1169, and east of Gadd's Lane and Barton Road. The area will provide a high quality living environment and be predominantly open space and residential although there may be opportunities for some business use.

The area indicated on the Wisbech Key Diagram for this broad location for growth is very indicative, with the final extent subject to the preparation of a broad concept plan for the area. This scheme should be informed in particular by an assessment of flood risk and transport issues.

Flood Risk: A detailed area Flood Risk Assessment will be necessary. The broad concept plan will need to provide strategic landscaping and flood risk mitigation to ensure that land uses vulnerable to flood risk are protected. This may require strategic alteration of ground levels within the site, including flood plain compensation. Any flood risk mitigation should also serve as a number of multi-functional uses such as open space, green infrastructure, sustainable drainage systems (SuDS), community food, allotments, leisure and recreation uses such as parkland, and are likely to be incorporated within lowered areas of land designed to flood in extreme circumstances. A sequential approach must be taken to the site layout. Business uses may be located in higher risk flood areas although appropriate mitigation measures would be required. Development density within specific plots throughout the site will be determined within the broad concept plan and be informed in accordance with the flood risk mitigation measures identified.

Transport infrastructure: Transport Infrastructure required to serve the area must ensure

that there will be no unacceptable adverse impact on the local and strategic highway network. Subject to detailed assessment through a broad concept plan, it is highly likely that a link connecting the A1101 in the north to the B198 Cromwell Road in the south (including a new river crossing) will be required, with the arrangements for delivering such a link being agreed as part of the broad concept plan for the broad location, the funding of which is likely to be sourced from not only this development scheme but wider funding sources. To enable this link road to be constructed using significant developer contributions from this urban extension, the Council will be willing to negotiate appropriate levels of other wider infrastructure, such as affordable housing, to ensure the development remains viable.

The design solution for the area should take into account the need to avoid any unacceptable adverse impacts on the setting of nearby listed buildings, the Wisbech and Leverington Conservation Areas, and the scheduled monument at Rabbit Hill.

The area will also require new educational facilities, local convenience shopping and community services, and direct pedestrian and cycle routes to key facilities, including the town centre.

Indicatively, the area should be able to support within the plan period around 750 new dwellings and a small area of employment. In the longer term, and subject to detailed investigation and agreement through a broad concept plan, significantly more dwellings and employment provision may be appropriate in this broad locality.

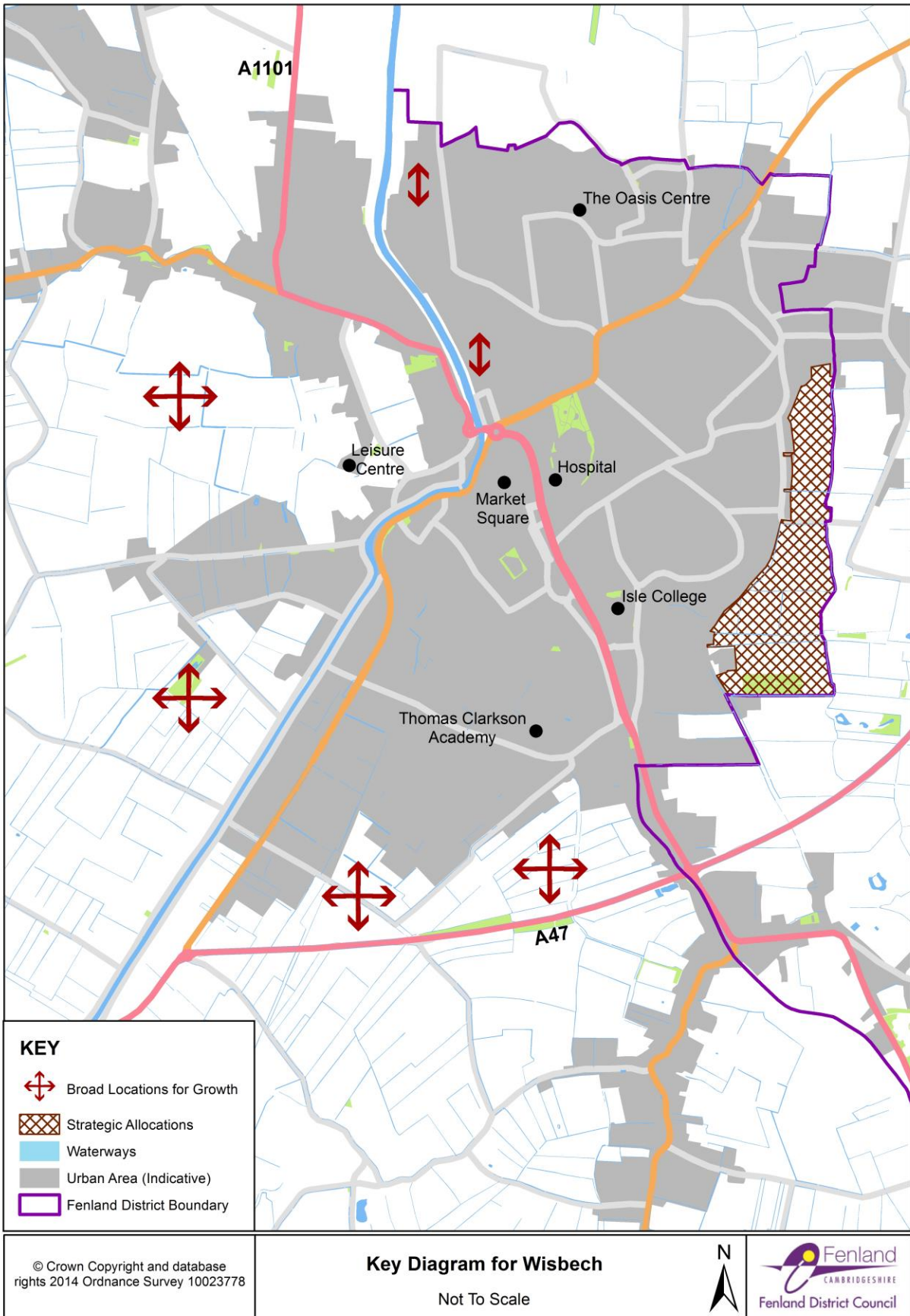
Nene Waterfront and Port (broad location for growth): this area is located to the east of the River Nene and north of the town centre and its continuing development is key to the regeneration of the town. The southern most part of the area (Nene Parade), to include sites around the Boathouse will be a mix of residential (around 300 new homes), leisure and retail uses. To the north of this, the area (Crab Marsh) will be predominantly for business uses with sites along the river frontage retained for marine and port related activities. All proposals will be required to make developments safe from the risk of flooding, not result in an increase in flood risk, and where possible reduce the risk of flooding overall. The area is designated as a Transport Safeguarding Area under the Minerals and Waste Development Plan and the expansion of the marine sector and the port area northwards into the KLWNBC administrative area is supported in principle. An adopted Supplementary Planning Guidance (SPG) document for the Nene Waterfront (July 2004) currently remains part of the planning policy framework, though it was prepared under very different economic circumstances than exist today. Therefore, an updated guidance document will be prepared, covering a larger area (i.e. the whole of the broad location for growth, rather than just the southern half as per the current SPG) and, if it includes land in the KLWNBC area, it will be jointly agreed between the two Councils. In the meantime, whilst the policy requirements set out in the existing SPG remain relevant, they will be applied flexibly and take into account current market conditions.

To help drive forward the renaissance of Wisbech, and to assist the integration of the urban extensions into the town, the Council and its partners will prepare and then keep up-to-date a town strategy (currently known as the 'Wisbech 2020' vision) covering a wide range of matters, including non-town planning matters such as service provision.

The sewerage infrastructure network is currently close to capacity and development proposals particularly to the south and west of the town will need to address this.

The Council supports the improved connectivity of Wisbech to the wider rail network in March and Peterborough, which may include the utilisation of the former March–Wisbech railway line.

The development of facilities for the College of West Anglia (COWA) will be supported in principle. Both COWA and the Thomas Clarkson Academy will be the focus of community as well as educational uses. The upgrade or re-development of the North Cambridgeshire Hospital will be supported in principle where this provides improved health facilities for local residents.



4.4 March

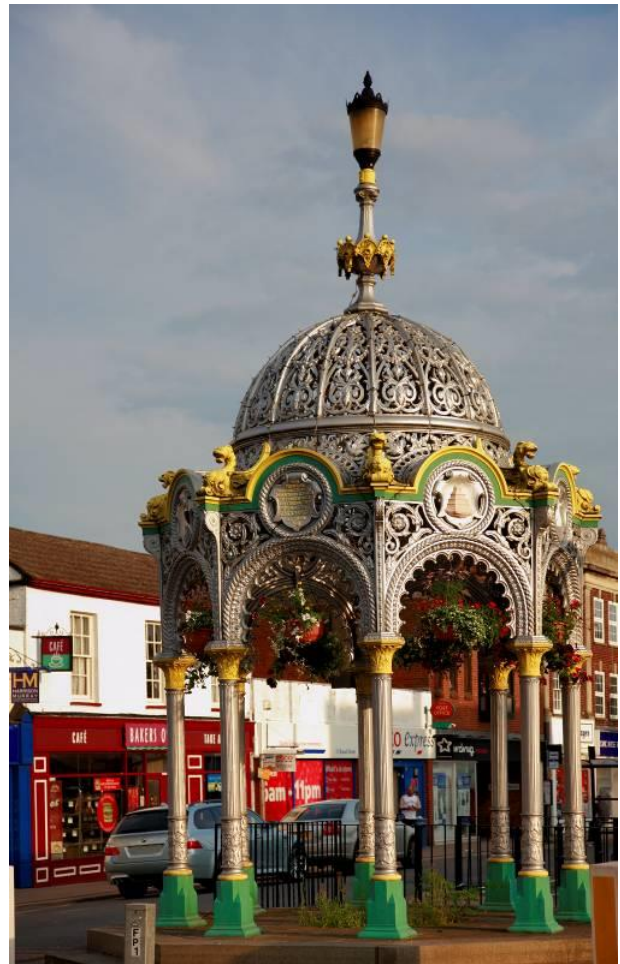
4.4.1 March is an historic market town at the heart of Fenland with a population of around 20,000. It is relatively well connected by road and benefits from a railway station situated on the Stansted-Cambridge-Leicester-Birmingham line. Like Wisbech, March has an established legacy as a trading centre. Today it benefits from a relatively healthy town centre which has an historic urban form and attractive riverside setting. However, there is a need to refresh the range and scope of its offer to maintain its function as a service centre serving the wider hinterland and more generally boost its vibrancy and vitality. In addition, there is potential to capitalise on the town's heritage and accessibility in order to strengthen the visitor economy.

4.4.2 Fenland's ongoing economic function as a centre of agricultural production is reflected in a number of food production businesses which are key employers in the town. As the administrative centre of the district and home to the Council's offices and Whitemoor Prison, the public sector is also an important local employer. Home to Network Rail's supply and infrastructure depot, March supports a variety of rail-based jobs in freight, logistics and recycling. There is an opportunity to build on this existing strength to attract rail-based engineering employment.

4.4.3 While March's accessibility provides an opportunity to attract such higher value sectors, as well as ICT and creative sectors, this will be crucially dependent on efforts to increase skills.

4.4.4 March is home to some pockets of relatively severe deprivation, including East March, which are characterised by a high incidence of worklessness and poor health.

4.4.5 Although March benefits from a number of stable employers, its economic competitiveness and ability to attract new sectors is undermined by relatively low levels of educational attainment and skills. BSF investment in Neale-Wade Academy will be an important step in raising aspirations, increasing skill levels and encouraging lifelong learning.



- 4.4.6 Further social infrastructure investment will be vital to addressing health inequalities and ensuring services respond to anticipated demographic change over the next twenty years.
- 4.4.7 March has a long history stretching back to the Bronze Age and some of the original archaeological features are still visible in the landscape. The Council considers that the most important should be preserved for future generations and following detailed appraisal will seek to retain the best features for uses other than development.
- 4.4.8 Within the district, there is a lack of a sizeable area of open space. To help address this, March is considered the most suitable location for a new facility in the form of a country park. A recent proposal to locate a country park to the west of the A141 as part of the College of West Anglia (COWA) campus has currently stalled and may now not be taken forward. A search for an appropriate site for a country park will continue and be provided in a suitable location in or adjacent to the town. Such a country park could also include the provision of enhanced leisure facilities for March.

Policy LP9 – March

March, alongside Wisbech, is a focus for housing, employment and retail growth. All development should contribute to maintaining and improving March as a strong, safe and community focussed market town, preserving, enhancing and making appropriate use of its heritage assets to benefit its regeneration and sense of place.

There is a strong desire to provide a new multi-functional country park in March as a town and district-wide facility. The Council will explore options to assess the deliverability of a country park, with the chosen site to be determined on financial and deliverability grounds in addition to its potential for achieving a successful country park.

New urban extensions to March will be supported in the following locations:

South-east March (strategic allocation): this area is identified on the Policies Map and is expected to be predominantly residential (around 600 dwellings). It will include provision for new sports pitches for Neale Wade Academy, if required. Direct cycle and pedestrian routes should be provided to the Academy. Some fairly significant surface water attenuation features to mitigate local flood risk are likely to be necessary. The design of the development, including enhanced landscaping, will be particularly important at the southern end of the area.

South-west March (broad location for growth): this area is located to the east of the A141, south of Knights End Road and west of the B1101. It is expected the area will be predominantly residential (around 500 dwellings), but also include some business development, probably in the southern part on the west side of the B1101. The most important archaeological features should be retained and used for informal open space or other uses which preserve their integrity. The setting and character of Barn Owl Lodge should be retained. Views of St Wendreda's Church should be preserved. Noise and landscape mitigation measures should be provided along the A141 as appropriate. The design of the development at the southern end of the area will be particularly important as a

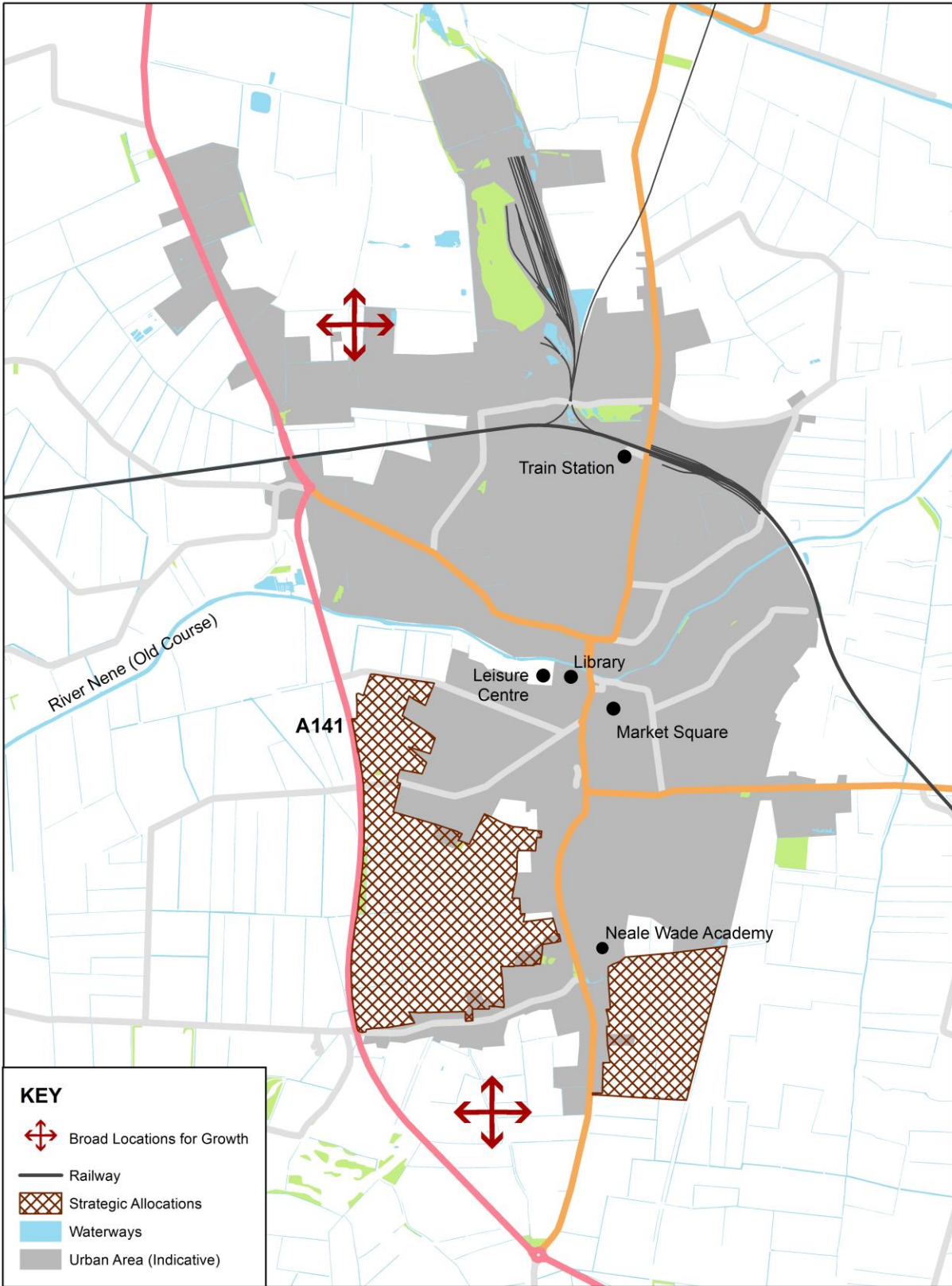
key gateway entrance to the town.

West March (strategic allocation): this area is identified on the Policies Map. It is expected the area will be predominantly residential (around 2,000 new dwellings) with potentially some business provision gaining access from the A141. The broad concept plan for the area should show how development will relate acceptably to the strategic and local highway network, including the town centre, as well as indicating direct sustainable transport links to the north of the town, the town centre and Neale Wade Academy. Noise and landscape mitigation measures should be provided along the A141 as appropriate. Education provision will be necessary and local convenience shopping will need to be provided. Opportunities should be taken to add to the area of open space currently forming part of the Recreation Ground in The Avenue as a focus for the community. Some fairly significant surface water attenuation features to mitigate local flood risk are likely to be necessary. The most significant archaeological assets will be retained in situ and managed either for informal open space or by other means that will preserve their integrity in the long term. The design solution for this site should pay particular attention to the need to protect and enhance the setting of St Wendreda's Church and the cluster of listed buildings around it, maintaining the rural character of the immediate area and preserving views of the church.






March Trading Estate (broad location for growth): this area is located in the north west part of the town east of the A141, west of Hundred Road and north of the railway line. Subject to flood risk, highway and amenity issues, and other relevant policies in the plan being satisfactorily addressed, it is expected that development in this area will be predominantly or entirely related to business uses. Should proposed schemes include any part of the Fens Causeway, this will be demarcated and if necessary safeguarded. New development should ensure that a substantial gap is retained between the area and dwellings on the east side of the A141 in Westry.

To help drive forward the development of March, and to assist the integration of the urban extensions into the town, the Council will prepare a town strategy covering a wide range of matters, including non-town planning matters such as service provision, with a focus on the town centre. Once adopted by the Council, this town strategy will be an important material consideration in the determination of all planning applications in the town.

The sewerage infrastructure network is currently at or near capacity, particularly in the southern and western parts of the town, and development proposals will need to address this.



KEY

-  Broad Locations for Growth
-  Railway
-  Strategic Allocations
-  Waterways
-  Urban Area (Indicative)

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Key Diagram for March
Not To Scale

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 Fenland District Council

4.5 Chatteris

4.5.1 Located in the south of Fenland, Chatteris is the smallest of the four market towns with a population of approximately 10,500. It boasts an attractive town centre, with narrow streets and a rich mix of historic properties (including over 100 listed buildings) forming a tight urban grain which contributes to the town's character. The town centre is in relatively good health. As well as providing a local retail function, Chatteris features several hotels and a range of pubs, bars and restaurants which indicate its role as a visitor destination as well as a service centre.

4.5.2 Chatteris has grown quickly in recent years with the town's proximity to Cambridge acting as a catalyst for significant housing growth. Although Chatteris is a popular choice for people commuting to neighbouring employment centres, major local employers include large-scale food production firms as well as Metalcraft, which specialises in high-end engineering solutions. The construction and recent extensions to the South Fens Business Centre reflects the ambition to harness 'knowledge spillovers' from the dynamic Cambridge sub-region and strengthen Chatteris as an employment hub.

4.5.3 To attract the required skills to Chatteris, future development should focus on the creation of neighbourhoods which respect the town's historic character and scale that have underpinned Chatteris' current popularity. In addition to bringing forward desirable family housing, growth will need to be accompanied by high quality social infrastructure.

4.5.4 While attracting new skills and talent is a crucial aspect of capitalising on the dynamism of the Cambridge sub-region, up-skilling the existing and future workforce of Chatteris is also very important. Cromwell Community College will benefit from investment through the BSF programme. This provides the opportunity to increase the physical capacity of facilities, improve skill levels in Chatteris and establish the College as a community hub which provides a focus for lifelong learning.

4.5.5 Chatteris has a long history dating back to pre-Roman times and some of the original archaeological features are still visible in the landscape. The Council considers that the most important should be preserved for future generations and following detailed appraisal will seek to retain the best features for uses other than development.



Policy LP10 – Chatteris

As a market town, Chatteris is a focus for some growth. All development should contribute to retaining its character as a safe and community focussed historic market town, and preserve important views to the Church of St Peter and St Paul. Development proposals will be considered against the need to limit out-commuting, particularly to Huntingdon, Cambridge and other towns to the south, in order to demonstrate that impacts on the strategic highway network (including the A141, A142 and the A10 between Ely and Cambridge) will not be significant.

New urban extensions to Chatteris will be supported in the following locations:

East Chatteris (strategic allocation): this area is identified on the Policies Map and it is expected will be predominantly a mix of open space and a high quality, relatively low density, residential area (around 300 dwellings). A substantial part of the historic former park and garden of the Manor House should be retained as informal open space as a focus for the community, and opportunities should be taken to link to the Recreation Ground. The most significant archaeological assets will be retained in situ and managed either for informal open space or by other means that will preserve their integrity in the long term. The Birch Fen Awarded water course which crosses this development area will require protection. Development should utilise the amenity value of the substantial number of protected trees in the area. Noise mitigation measures should be provided along the A142 as appropriate.

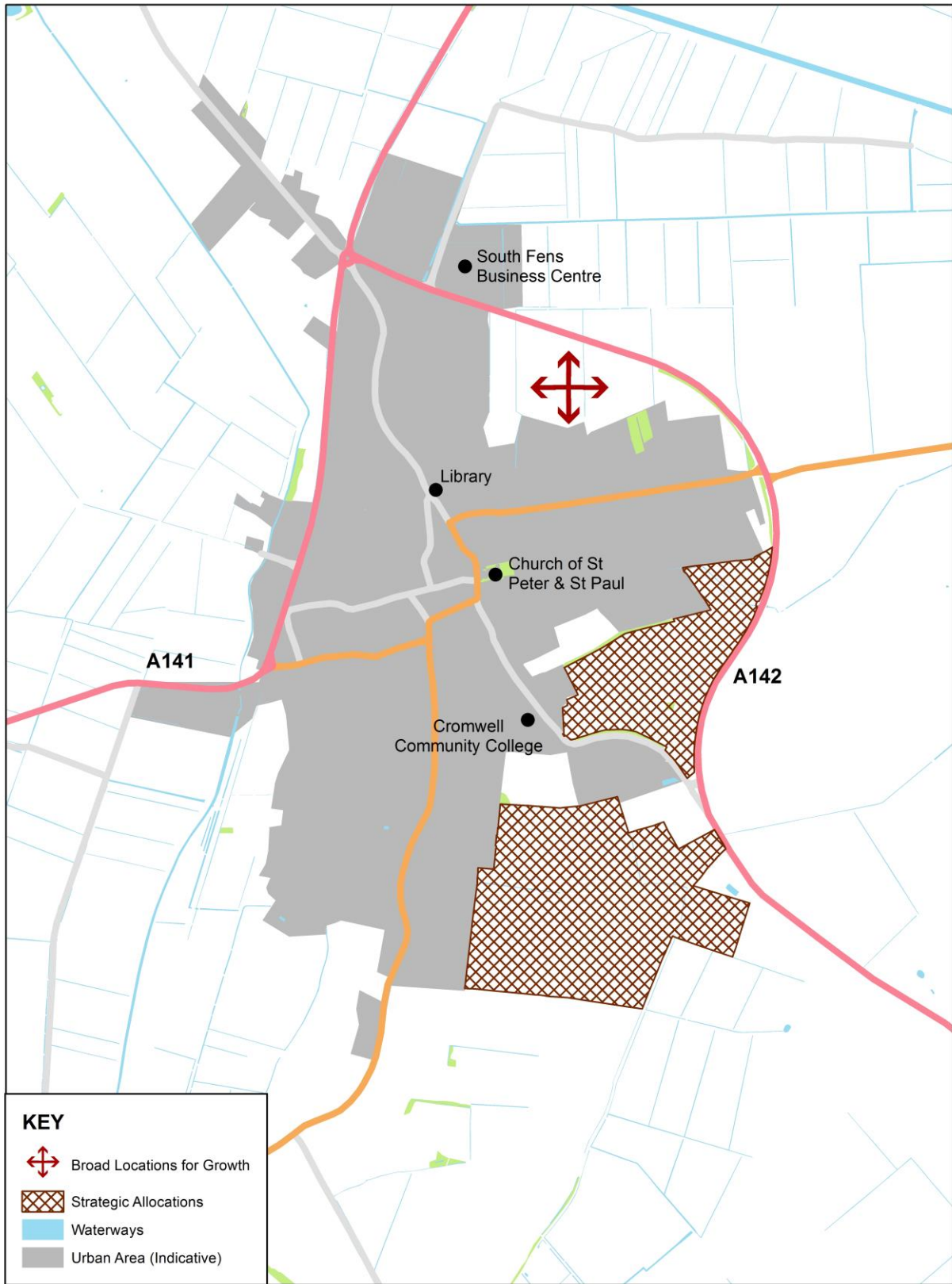
South Chatteris (strategic allocation): this area is identified on the Policies Map. The area will be predominantly residential (around 850 dwellings) with some business uses likely close to and gaining access from, the A142. The exact location of the highway access(es) from the adjoining road network will be set out in the broad concept plan, and may fall outside of the specific allocation area. Noise mitigation measures should be provided along the A142 as appropriate. Local convenience shopping and a primary school will need to be provided, with measures incorporated to facilitate direct pedestrian and cycle links from the town centre through the site and to the Mepal Outdoor Centre. Sports and recreational facilities on the adjacent Cromwell Community College site will be provided for community use. The setting and character and archaeology of Tithe Farm Barn should be safeguarded and interpreted for public benefit as part of any redevelopment scheme. Enhanced landscaping will be particularly important along the southern boundary of the area and in association with any site access(es).

North Chatteris (broad location for growth): this area is located to the south-west of the A142 and to the east and north of the existing built up area of the town. Subject to flood risk, highway and amenity issues being satisfactorily addressed, this area could accommodate a mix of uses, but with predominantly residential (around 100 dwellings) in the lower risk flood zone area in the southern part of the site, and open space and/or business uses in the higher flood risk northern area. Opportunities should be taken to add to the Furrowfields Road Open Space area while seeking to continue the long-term preservation of medieval cultivation earthworks in this location. Foot and cycle way links should be provided to the remainder of the town including a safe crossing on the A142 to the Dock Road Industrial Area. Noise mitigation measures should be provided along the A142 as appropriate.





To help assist the integration of the urban extensions into the town, the Council will prepare and keep up-to-date a town strategy covering a wide range of matters, including non-town planning matters such as service provision.

The sewage infrastructure network currently operates at capacity and development proposals will need to address this.

The re-development of Cromwell Community College will provide an educational and recreational focus for the community.



KEY

-  Broad Locations for Growth
-  Strategic Allocations
-  Waterways
-  Urban Area (Indicative)

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Key Diagram for Chatteris

Not To Scale



4.6 Whittlesey

4.6.1 Whittlesey is a broadly linear settlement situated in the west of the district with a population of around 13,000. It has a close functional relationship with Peterborough, which is located to the west of the town. Although Whittlesey is a local service centre in its own right, Peterborough's role as a major sub-regional employment centre has seen Whittlesey emerge as an increasingly popular settlement for out-commuters.



- 4.6.2 Nevertheless, Whittlesey is not purely a dormitory town and supports important local employers including Hanson Brick and McCain Foods.
- 4.6.3 The town centre predominantly serves a localised convenience retail and service function, supporting a relatively small catchment. There is scope for environmental improvements to enhance the physical appearance of the centre, which is somewhat dominated by the A605 which runs east-west through Whittlesey.
- 4.6.4 Future growth of the town should focus on strengthening the centre which has displayed an increasing vacancy rate in recent years, in order to stem expenditure leakage to neighbouring centres.
- 4.6.5 The A605 is a busy road which runs east-west through the middle of Whittlesey. All applicable new development in Whittlesey should help to ensure the A605 continues to function safely yet minimises congestion. In the longer term, the Council will work with partners to undertake a comprehensive review of the A605, with such a review looking into what measures could be taken to improve east-west movement through and around Whittlesey and how such measures could be delivered and funded.
- 4.6.6 Investment in social and physical infrastructure capacity will be required to support future growth in Whittlesey. Investment in Sir Harry Smith Community College as part of the BSF programme represents an important step in improving skills, which in common with the rest of Fenland, are below the Cambridgeshire average.
- 4.6.7 To the north of the town are the internationally protected Nene Washes.
- 4.6.8 To the west of Whittlesey, heading towards Peterborough, is the proposal for a regional freight interchange of around 135 hectares. The greater proportion (102 hectares) lies within the Peterborough administrative area, with about 33 hectares in Fenland. The site is located alongside the Peterborough – March – Ely rail line which is part of the nationally designated freight route between Felixstowe and Nuneaton.

4.6.9 This type of development is consistent with Government policy that is in favour of transferring road freight journeys to the railways, in support of reducing congestion on the roads and reducing carbon emissions. It also has the potential to create significant numbers of new jobs.

4.6.10 A regional freight interchange is included within the Peterborough City Council Core Strategy (adopted 2010), and is further defined in the Peterborough Site Allocations Development Plan Document (adopted 2012). Fenland and Peterborough Councils recognise a need for joint working to ensure that all the issues associated with a regional freight interchange are adequately addressed and Fenland District Council will continue to work hard to ensure a joint approach to the consideration of any proposals. The Council will enter discussions with Peterborough City Council and the proponents of the scheme about the preparation of a broad concept plan for the area, similar to that required by Policy LP7 for each new urban extension, or a Supplementary Planning Document, as appropriate.

Policy LP11 – Whittlesey

Whittlesey is a focus for some housing, employment and retail growth. All development should contribute to it retaining its character as a safe and community focussed historic market town, preserving, enhancing and making appropriate use of its heritage assets to benefit its regeneration and sense of place, whilst recognising the need to prevent excessive out-commuting particularly to Peterborough. Development proposals, especially to the north of the town, should have particular regard to all forms of flood risk which exist at Whittlesey.

A new urban extension to Whittlesey will be supported in the following location:

North and south of Eastrea Road (strategic allocation): this area is indicated on the Policies Map. The area to the north of the A605 will be predominantly residential. The area to the south will be subject to detailed masterplanning, and could accommodate a mix of uses including residential. The strategic allocation as a whole is expected to deliver around 500 dwellings. Any development will need to take into account the proximity to the internationally protected Nene Washes, Bassenhally Pit Site of Special Scientific Interest (SSSI) and Lattersey Field Local Nature Reserve, and will be required to demonstrate that there will be no adverse effect on the features of interest for which each site is designated, as a result of the development. Opportunities should be taken to enhance the open space provision adjacent to the area and fully exploit foot and cycleway links to the town. The design of the development at the eastern end of the area and along the A605 will be particularly important as a key gateway entrance to the town.

To help assist the integration of the new development into the town, the Council will prepare a town strategy covering a wide range of matters, including non-town planning matters such as service provision. Once adopted by the Council, this town strategy will be an important material consideration in the determination of all planning applications in the town.

New business uses are likely to be supported adjacent to existing businesses in the Station Road / Benwick Road Industrial Area, and to the west of the town along the A605 and to the north of the King's Dyke as far as Field's End Bridge.

The Whittlesey Waste Water Treatment Works is currently at capacity in terms of its consented flows and the town's sewerage infrastructure network is currently operating at capacity. Development proposals will need to address these issues.

Regional Freight Interchange

Prior to the submission of any formal application for a regional freight interchange, the Council will expect the completion, by the prospective developer(s), of a clear evidence base which addresses all the relevant issues. A working group between the relevant local authorities will be set up from the start of any pre-application stage, prior to the submission of a formal planning application.

The Council is fully aware of existing issues in and around Whittlesey that relate to road and rail freight, railway level crossing closures and the A605. The Council is also aware of issues in respect of flood risk and nature conservation in this area. All issues relating to potential impacts of this development in Whittlesey, the Kings Dyke area and Peterborough will need to be addressed. An appropriate evidence base must demonstrate that all impacts can be successfully mitigated against.

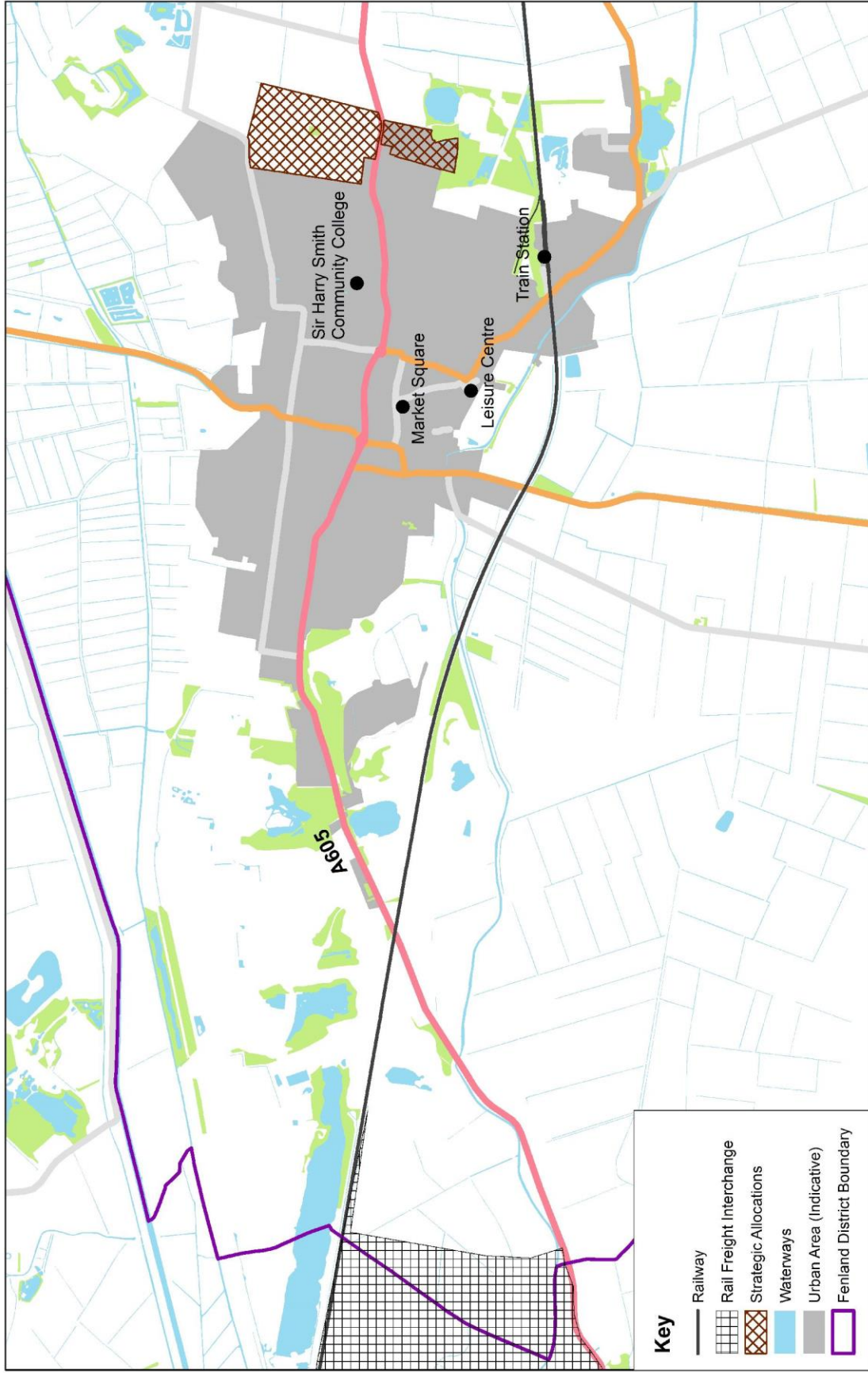
In considering any planning application at this location, or in making comments to Ministers via the Major Infrastructure Planning Unit, the following specific issues will need to be addressed:

- strategic transport issues (rail and road) including potential impacts on the A605 and A47 and the railway level crossing closures at Whittlesea Railway Station and Kings Dyke;
- local transport issues, particularly with regard to Whittlesey (including access, congestion, junctions, cycling, walking and work travel plans);
- the impact of freight movements from businesses using the freight interchange, and of employees accessing work there;
- arrangements to minimise any potential pollution (including noise, light and air);
- how flood risk issues, including flood warning and emergency planning are to be addressed, including implications on and off site;
- impacts on biodiversity, including in particular any impacts on the internationally protected Nene Washes, together with potential losses/gains of habitats (on and off site);
- arrangements to prevent potential contamination of surface and groundwater and soils;
- arrangements for an appropriate alternative source of minerals supply, to replace that which would be lost;
- visual and landscape impacts (including countryside and Peterborough Cathedral views);
- assessment of any potential archaeological and other heritage asset impacts both within the site and in the wider area, and arrangements to address them; and
- arrangements to address potential impacts on local residents during the construction phase and subsequent operation of the site.

The developer will be expected to enter into a planning obligation to address any matters that cannot be resolved through appropriate works on site, or through the imposition of conditions on a planning permission.

As part of the evidence base and prior to consideration of a planning application, the Council will require the submission of sufficient information from the applicant to enable it to complete, in conjunction with Peterborough City Council, a project level Appropriate Assessment under the Habitats Regulation Assessment process. Such an assessment must clearly demonstrate that all feasible alternative regional locations have been considered and the selected location is the least damaging for habitats, for species and for the integrity of the Natura 2000 sites, regardless of economic considerations, and that no other feasible alternative exists that would not affect the integrity of the site; and that the scheme will have no harm to protected species and habitats, in accordance with the relevant regulations.

Subject to resources, and when there is evidence to indicate that proposals for the regional freight interchange are likely to come forward in the not too distant future, the Council will enter discussions with Peterborough City Council and the proponents of the scheme about the preparation of a broad concept plan for the area, or a Supplementary Planning Document, as appropriate.



Key

- Railway
- ▣ Rail Freight Interchange
- ▩ Strategic Allocations
- ▒ Waterways
- Urban Area (Indicative)
- ▭ Fenland District Boundary

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Key Diagram for Whittlesey

Not To Scale



4.7 Rural Areas

4.7.1 Over a quarter of Fenland's residents live outside the four market towns. They live within a unique working landscape that makes Fenland distinctive. For this reason it is important that the countryside is protected. At the same time it is important to retain distinctive settlement patterns and ensure that the places people live are sustainable and vibrant.



- 4.7.2 The Settlement Hierarchy in Policy LP3 sets out a category for all settlements including the type and amount of development that will be allowed in each. In Growth Villages and Limited Growth Villages, new development, commensurate with the size of the settlement, will be encouraged whilst at the same time will need to retain the open character of the wider countryside.
- 4.7.3 The Council will adopt a criteria based approach to assess new proposals for development in these settlements. Unlike the previous Local Plan, there will be no fixed 'development area boundaries' around each of our settlements. This approach will provide flexibility to ensure that necessary and high quality developments come forward at the appropriate time.
- 4.7.4 Away from settlements (i.e. in the countryside) the Council will seek to retain buildings which by their historic or architectural quality contribute to the character of the countryside. Buildings previously used for agriculture will, in the first instance, be expected to be used for employment purposes. Only if evidence indicates that this type of use is not appropriate will other uses be considered.
- 4.7.5 The replacement of dwellings in the countryside may be acceptable provided that the form, scale and character relates acceptably to the site and its setting within the wider landscape, as well as the criteria set out in Policy LP4. An enlargement of the original dwelling may be acceptable but, as a guide, should not significantly exceed the volume of the dwelling to be replaced.
- 4.7.6 As the majority of the district is rural in character, new dwellings in the countryside may occasionally be required for agricultural, forestry and other workers who, by the nature of their work, are required to live on site. Policy LP3 sets the overarching policy on such dwellings, and if acceptable, will be subject to a restrictive occupancy condition.
- 4.7.7 To prevent abuse of the process, applications to remove a restrictive occupancy condition will need to include considerable evidence about previous occupancy for this to be justified.
- 4.7.8 Where in Part B of the policy below reference is made to a marketing exercise, please see supporting text to Policy LP6 for details of why and what is required.

Policy LP12 – Rural Areas Development Policy

Part A: For villages, new development will be supported where it contributes to the sustainability of that settlement and does not harm the wide open character of the countryside. Any proposal will need to satisfy the applicable policies of this document (including the settlement hierarchy set out in Policy LP3), as well as all the following criteria:

- (a) The site is in or adjacent to the existing developed footprint* of the village (except for those villages listed in the settlement hierarchy in Policy LP3 as being ‘Small’ or ‘Other’ villages, where only infill sites will normally be considered favourably); and
- (b) It would not result in coalescence with any neighbouring village; and
- (c) It would not have an adverse impact on the character and appearance of the surrounding countryside and farmland; and
- (d) The proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance; and
- (e) It would not extend existing linear features of the settlement, or result in ribbon development; and
- (f) The site retains and respects natural boundaries such as trees, hedgerows, embankments and drainage ditches; and
- (g) The site retains and respects ecological, heritage and biodiversity features; and
- (h) It would not result in the loss of important spaces within the village; and
- (i) It would not result in the loss of high grade agricultural land, or if so, comprehensive evidence is provided to justify the loss. This should include an assessment of all alternative reasonable opportunities in the locality to develop on lower grades of agricultural land; and
- (j) It would not put people or property in danger from identified risks; and
- (k) It can be served by sustainable infrastructure provision, such as surface water and waste water drainage and highways.

If a proposal within or on the edge of a village would, in combination with other development built since April 2011 and committed to be built (i.e. with planning permission),

- (a) increase the number of dwellings in the village by 10% or more (or 15% for Growth villages); or
- (b) for non-dwellings, have a floorspace of 1,000sq m or more or have an operational area (including, for example, parking and storage spaces) of 0.5ha or more,

then the proposal should have demonstrable evidence of clear local community support for the scheme (with such support generated via a thorough and proportionate pre-application community consultation exercise or a Neighbourhood Plan exercise). If, despite a thorough and proportionate pre-application consultation exercise, demonstrable evidence of support or objection cannot be determined, then there will be a requirement for support from the applicable Parish or Town Council.

** The developed footprint of the village is defined as the continuous built form of the settlement and excludes:*

- (a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement;*
- (b) gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement;*
- (c) agricultural buildings and associated land on the edge of the settlement;*

(d) outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.

Part B: The re-use and conversion of rural buildings for residential use which are outside or not adjacent to the developed footprint of a settlement will be supported provided that all of the following are met:

- (a) The building is of significant architectural or historic merit and intrinsically worthy of retention in its rural setting; and
- (b) Comprehensive evidence is provided to justify why the building can no longer be used for the purpose that it was originally built or last used, and that there is no demand, demonstrated through a marketing exercise, for use of the building for business purposes; and
- (c) The building is capable of conversion with minimal alteration, including inappropriate new openings and additional features; and
- (d) The building is structurally sound and capable of conversion without any significant rebuilding as demonstrated in a structural report to accompany any application.

Part C: The replacement of a dwelling which is located outside, or not adjacent to, the developed footprint of a settlement will be supported where all of the following are met:

- (a) The residential use of the original dwelling has not been abandoned; and
- (b) The original dwelling is not important to retain due to its character and/or contribution to the landscape; and
- (c) The original dwelling is not a temporary or mobile structure, such as a caravan; and
- (d) It is of a design appropriate to its rural setting; and
- (e) It is of a similar size and scale to the original dwelling; and
- (f) It is located on the footprint of the original dwelling unless an alternative position within the curtilage would enhance the setting of the building on the plot and have no adverse impact on the wider setting.

Part D: The overarching policy for considering proposals for new dwellings in areas away from the market towns and villages is set out in Policy LP3. To determine such proposals, an applicant should provide supporting evidence as part of the application and explain:

- (a) The existing functional need for the dwelling
- (b) The number of part time and full time worker(s) to live in the dwelling
- (c) The length of time the activity has been established
- (d) The financial viability of the enterprise
- (e) The availability of other suitable accommodation on site or in the area
- (f) How the proposed size of the dwelling relates to the viability of the enterprise

Proposals for temporary accommodation will be assessed against the relevant criteria above, with consideration also given to a firm intention to develop the enterprise and that this has been planned on a sound financial basis.

Where a restrictive occupancy condition is imposed on any approved dwelling in such locations, comprehensive evidence for its removal or modification will be required to justify the change.

Part E: Applications for mobile homes will be considered in the same way as permanent homes, including subject to flood risk considerations, except in time restricted cases when a mobile home is needed during the construction of a dwelling on the same or adjacent site. In such cases, more flexibility will be applied.

5. Delivering Infrastructure

- 5.1.1 To achieve truly sustainable growth in Fenland it is important that relevant supporting infrastructure is in place to help create and maintain communities.
- 5.1.2 The proposed level of growth will place an increased demand on our existing infrastructure and services, leading to the need for new and improved provision. Failure to provide this infrastructure could result in detrimental impacts to communities and the environment.
- 5.1.3 Infrastructure and community facilities in Fenland are mainly provided by partner agencies and service providers such as water and energy provision by the utility companies, and education, highways and social services by the County Council. With a wide range of infrastructure providers, it is unlikely that all their investment cycles will be perfectly synchronised at any one time. The District Council therefore has an important role to help co-ordinate with these providers to ensure that the requirements of growth are fully understood, recognised and timely investment made.
- 5.1.4 To demonstrate that there is sufficient understanding of the strategic infrastructure requirements that are necessary to deliver the vision for Fenland and to ensure there is a reasonable prospect of the timely provision of this infrastructure, the Council has prepared an **Infrastructure Delivery Plan (IDP)**. The IDP sets out costed, phased and prioritised programmes of infrastructure to respond to economic and housing growth – please see the text box on the next page for more details.
- 5.1.5 Since the need for many new or improved services, facilities and other infrastructure arises to meet the requirements of new developments, it is both logical and reasonable to require developers to contribute towards meeting this provision.
- 5.1.6 Development proposals should consider all of the infrastructure implications of a scheme not just those on the site or its immediate vicinity. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide what is necessary to support the new development. Contributions will be in the form of planning obligations, also known as developer contributions, secured under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 5.1.7 From 2014, Community Infrastructure Levy (CIL) and/or Section 106 payments will be a significant source of funding payable by developers as a contribution to off-site infrastructure provision in the district. The Council will also consider a range of other funding sources to contribute to identified infrastructure need and further details will be set out in the IDP. Contributions payable by CIL and/or S106 payments will be in addition to any normally required by a developer to any utility company, internal drainage board or other statutory authority or organisation.
- 5.1.8 Whilst every effort has and will continue to be made to ensure the timely provision of infrastructure, the following policy will also be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity.

Infrastructure Delivery Plan (IDP) for Fenland

Fenland District Council has adopted (January 2013) its first ever Infrastructure Delivery Plan, setting out costed, phased and prioritised programmes of infrastructure to respond to economic and housing growth. It also includes some aspirational items of infrastructure which, whilst not strictly required to meet the growth in this Local Plan, would improve the quality of life of residents in Fenland and/or be required to meet future growth beyond the end date of the current Local Plan.

An important element of the IDP is that it will be regularly updated as and when infrastructure is identified, built, costed or details confirmed. For example, as and when the county-wide Local Transport Plan is updated, so will the IDP.

The Council will have regard to such updated infrastructure needs when: (a) applying Policy LP13 in the determination of planning applications; (b) considering how to prioritise spend of its own capital resources (including those resources secured through developer contributions and, if introduced, a Community Infrastructure Levy (CIL)) and (c) in lobbying government and other infrastructure providers to use their resources to implement timely new infrastructure.

At the time of publication of this Local Plan, some key elements of the IDP to meet the Local Plan vision are:

- Transport - Road, cycle / pedestrian facilities, rail, bus, travel management, waterways, port, car parking;
- Energy - Electricity and gas generation and provision;
- Water and Drainage - Water supply, waste water, drainage, flood defences and flood risk management;
- Waste Collection & Disposal;
- ITC Broadband and Wireless;
- Open Space – Including, for example parks, children’s play areas, sports pitches and courts, country parks & accessible natural green space;
- Education - Nursery and pre-school; primary, secondary; further education, higher education;
- Health - Hospitals; health centres/GP surgeries; public health and prevention;
- Community Services - Libraries, community centres, youth, social services/over-50s/support, police, fire & rescue, ambulance, cemeteries and crematoria, courts, prisons, hostels, places of worship, post offices, children’s centres; special needs and disability;
- Culture & Leisure - Museum/galleries, theatres / venues, cinemas, sports centres,

swimming pools, events, festivals and town centre programmes, markets.

In addition, the IDP includes some aspirational items of infrastructure, including:

- Major improvements to the A47, including significant additional dualling
- Further, major improvements to the public transport infrastructure network, including better train stations, considerably increased services and connections from Wisbech on to the March railway system
- Reducing, or removing, through traffic on the A605 through Whittlesey
- Additional road river and rail crossing in March, most probably in the form of an eastern bypass

Policy LP13 – Supporting and Managing the Impact of a Growing District

All new development should be supported by, and have good access to, infrastructure. The Council will consider proposals based on the following:

a) Infrastructure

Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle.

Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity.

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

b) Developer Contributions

Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis. This will be required in addition to the affordable housing requirement as set out in Policy LP5.

Further guidance on how the Council will implement this policy will be set out in a separate document(s), the content of which will depend on whether the Council prepares and adopts a Community Infrastructure Levy (CIL). Such a document(s), including a Planning Obligations SPD and an IDP, will cover items such as (but not exclusively):

- The infrastructure themes where contributions will be sought (e.g. education, open

- space, carbon offsetting)
- How contributions will be collected
- How contributions will be spent

5.2 Responding to Climate Change and Managing the Risk of Flooding in Fenland

- 5.2.1 **Responding to Climate Change:** Burning fossil fuels for energy emits carbon dioxide and other greenhouse gases. These emissions trap heat from the sun in the earth's atmosphere, and as a result are contributing to climate change. Through climate change we are likely to see more extreme weather events, including hotter and drier summers, the increased risk of flooding and sea level rise. Tackling climate change is clearly a long-term challenge that will be faced internationally, but Fenland must consider the local implications as we plan for the future of the district.
- 5.2.2 Fenland has a good wind resource and has embraced the development of new wind technology as it recognises the benefits of renewable energy and its responsibility to contribute to alternative power sources to fossil fuels. However, at the same time, the Council considers that a balance must be struck between the need to provide for renewable energy and the impact that wind turbines have had on the open rural character of the unique fen landscape.
- 5.2.3 **Fuel Poverty:** The Council also acknowledges that many of its residents find themselves in fuel poverty, and supports the Secretary of State for the Environment and Climate Change's stance that "*Fuel poverty is a serious national problem and this government remains committed to doing all it can to tackle it*" (DECC Press Release 15 March 2012). In fact, according to Cambridgeshire County Council research⁶, of the 460 Lower Super Output Areas (LSOA) in Cambridgeshire, the 6 LSOA areas with the highest percentage of 'fuel poverty' households were all located in Fenland, two of which have over 30% of households in fuel poverty.
- 5.2.4 In Fenland, renewable energy projects which provide a direct benefit to the community and a retro-fit programme supported with developer contributions may be ways of helping to tackle this.
- 5.2.5 **Water:** The district is situated within a high water stress region, and although water supplies will be sufficient for the proposed growth, the Council considers it important that this does not result in a wasteful or unsustainable use of a valuable resource. To try to achieve water neutrality i.e. no net increase in water consumption as a result of growth, the Council will encourage all new developments to incorporate a range of water saving measures.
- 5.2.6 The discharge of surface water from developments should be designed to contribute to the objectives of the Water Framework Directive which requires an improvement in the

⁶ Source: <http://atlas.cambridgeshire.gov.uk/Housing/FuelPoverty/atlas.html>

water quality of receiving water courses and aquifers to enhance the water environment and aquatic biodiversity.

- 5.2.7 Flood Risk:** As a result of climate change, the predicted rise of sea levels and the increase in river flows could have a significant impact on Fenland. The topography of the area is flat and low lying with large areas within the fluvial and/or tidal flood zone, although the settlements of Wisbech, March, Whittlesey, Chatteris and many of the villages are predominantly located on 'islands' of higher ground. As the drainage of developments on higher ground can impact on lower areas, flood risk is an important issue that needs to be considered at a local level as well as strategically.
- 5.2.8** The district has an extensive network of artificial drainage channels which is mostly pumped drained and is predominantly under the control and management of Internal Drainage Boards. It is therefore reliant on flood defence infrastructure to minimise flood risk to existing development and agricultural land. Due to the historical drainage of the area, the majority of the district lies below embanked higher level drainage channels representing a residual risk of defences being breached or overtopped.
- 5.2.9** In addition, parts of the River Nene and River Great Ouse are located within the administrative area of Fenland. These river systems also pose a potential flood risk and are explored at a more strategic level in the Catchment Flood Management Plans (CFMPs) produced by the Environment Agency.
- 5.2.10** The NPPF and associated technical guide requires the Council to review flood risk across the district, steering all development towards areas of lowest risk. Development is only permissible in areas at a higher risk of flooding in exceptional circumstances where it can be demonstrated that there are no reasonably available sites in areas of lower risk, and that the development provides wider sustainability benefits that outweigh the risk of flooding. Such development should incorporate mitigation/management measures to minimise risk to life and property should flooding occur.
- 5.2.11** The suitability of any new land for development will need to be considered in accordance with the sequential approach detailed in NPPF and associated technical guide. This has been a key factor in determining the broad locations for development in the spatial strategy, but it will also be relevant when decisions are made about the granting or refusal of planning permissions for all types of development. The Council will use the NPPF and associated technical guide as a basis for informing its decisions until such time as new guidance detailing flood risk is published.
- 5.2.12** Together, the Fenland Level 1 Strategic Flood Risk Assessment (SFRA) (2011) and Level 2 SFRA for Wisbech (2012) have identified the extent and nature of the risk of flooding in Fenland, taking into account the effects of climate change. They provide the evidence to enable a sequential approach to be applied to any future development.
- 5.2.13** Developments will be expected to incorporate Sustainable Drainage Systems (SuDS) into their schemes. There are a range of SuDS techniques which can be used for all developments, and within the district attenuation as opposed to infiltration may be more appropriate due to the largely impermeable nature of the superficial and underlying geology.

5.2.14 The overuse of SuDS in some circumstances within the Fens may increase the risk of flooding by reducing any self-cleansing effect of conventional drainage systems resulting in increased siltation which may also adversely affect biodiversity in the receiving watercourse. Consideration therefore needs to be given to the facility to be used, what is trying to be achieved, and the nature of water level management in the area.

5.2.15 All relevant development proposals should be discussed with the Environment Agency, Anglian Water Services and the appropriate Internal Drainage Board at the earliest opportunity, most preferably at the pre-application stage. Because much of the district relies on managed artificial drainage infrastructure, flooding can occur if the capacity of such infrastructure is exceeded, whether through the discharge of surface water, or by treated waste water flows. Flooding can also occur if pathways for surface water through underground strata or overland flows are blocked.

Policy LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

Part (A) Resource Use, Renewable Energy and Allowable Solutions

Resource Use:

In order to address the following:

- (a) the urgent need to combat the causes of, and adaptation to, climate change;
- (b) the chronic levels of fuel poverty in selected parts of the district;
- (c) the need to compensate for the embodied energy of new buildings;
- (d) the need to create local jobs in Fenland;
- (e) the increasing need to use water more efficiently;
- (f) the desire to develop skills and experience in the ‘green economy’;
- (g) the desire to minimise, as a result of new development, the need for costly and resource intensive upgrades and capacity increases to the wider power infrastructure network, and
- (h) the need, generally, to upgrade existing dwellings to better energy performance (acknowledging the fact that 85% of today’s existing, mostly energy inefficient, homes in the UK will likely still be in existence in 2050),

The Council will expect all developments of one dwelling or more, or 100 sq m or more for non-dwellings, to explicitly demonstrate what reasonable contribution the development will make towards minimising resource consumption above and beyond what is required by Building Regulations and/or other standard planning policies.

To meet this policy requirement will be a matter for negotiation. However, in order to assist developers in meeting the ‘reasonable contribution’ test, the Council will prepare and maintain a Resource Use based SPD which will set out a cost-effective and viable set of options for the developer.

All developments (dwellings and non-dwellings) are encouraged to incorporate on site renewable and/or decentralised renewable or low carbon energy sources, water saving measures and measures to help the development withstand the longer term impacts of climate change.

Renewable Energy:

Renewable energy proposals will be supported and considered in the context of sustainable development and climate change. Proposals for renewable energy technology, associated infrastructure and integration of renewable technology on existing or proposed structures will be assessed both individually and cumulatively on their merits taking account of the following factors;

- The surrounding landscape, townscape and heritage assets
- Residential and visual amenity
- Noise impact
- Specific highway safety, designated nature conservation or biodiversity considerations
- Aircraft movements and associated activities
- High quality agricultural land

The granting or refusal of planning permission for wind turbines will be informed by up-to-date local evidence and, if produced as anticipated, a Resource Use Supplementary Planning Document.

Renewable energy proposals which will directly benefit a local community in the medium and long term and/or are targeted at residents experiencing fuel poverty will be particularly supported.

Allowable Solutions:

Development proposals will, through Building Regulations or other regulations, need to meet all or the majority of their required reduction of carbon emissions on-site. Where these cannot be fully met on-site, and where a lawful mechanism exists to do so, the Council will be prepared to accept, as an 'allowable solution', a financial contribution to make up the difference. To implement this policy the Council intends to participate in a local offset fund, such as a Community Energy Fund. The contribution will be used to finance renewable energy projects within the local area identified through the Cambridgeshire Carbon Reduction Infrastructure Framework (CRIF) or subsequent updates or similar approaches.

Part (B) Flood Risk and Drainage

The granting or refusal of planning permission on sites will be informed by:

- Fenland Detailed Stage 2a Water Cycle Study [2011]
- Fenland Level 1 SFRA (District Wide) [2011]
- Fenland Level 2 SFRA (Wisbech) [2012]
- Cambridgeshire Surface Water Management Plan [2011]
- Middle Level Strategic Study [2004]
- Any subsequent additional or updated SFRAs, Surface Water Management Plans, Catchment Studies, and Water Cycle Studies
- Any national advice in force at the time

All development proposals should adopt a sequential approach to flood risk from all forms of flooding. Development in areas known to be at risk from any form of flooding will only be permitted following:

- (a) the successful completion of a sequential test (if necessary), having regard to

- actual and residual flood risks
- (b) an exception test (if necessary),
- (c) the suitable demonstration of meeting an identified need, and
- (d) through the submission of a site specific flood risk assessment, demonstrating appropriate flood risk management and safety measures and a positive approach to reducing flood risk overall, and without reliance on emergency services.

In addition to the requirements of the NPPF and associated technical guide, all applications for relevant developments must include a drainage strategy to demonstrate that:

- (a) suitable consideration has been given to surface water drainage;
- (b) appropriate arrangements for attenuating surface water run-off can be accommodated within the site; and
- (c) issues of ownership and maintenance are addressed. For foul drainage private infrastructure managed by residents groups or management companies should be avoided.

The use of Sustainable Drainage Systems (SuDs) will be required to ensure that runoff from the site (post development) is to Greenfield runoff rates for all previously undeveloped sites and for developed sites (where feasible). This should include sufficient area within the site to accommodate SuDS for the short term management of surface water drainage and where appropriate link to green / blue infrastructure to exploit opportunities for biodiversity, environmental, heritage, social and recreational enhancement and value. Schemes should complement the aims of the Cambridgeshire Green Infrastructure Strategy but should be retained and maintained primarily for the purpose for which they were designed, whilst being sensitive to the multi-functional benefits they can provide.

The most appropriate SuDS techniques should be used depending on the particular circumstances of the site and area. Consideration should be given to the facility to be used, what is trying to be achieved, and the nature of water level management in the area.

The discharge of surface water from developments should be designed to contribute to an improvement in water quality in the receiving water course or aquifer in accordance with the objectives of the Water Framework Directive.

All proposals should have regard to the guidance and byelaws of the relevant Internal Drainage Board, including, where appropriate the Middle Level Strategic Study and should help achieve the flood management goals from the River Nene and Great Ouse Catchment Flood Management Plans.

A Supplementary Planning Document informed by up-to-date national and local evidence and to be adopted in 2014 will be used to further assess planning applications on flood risk and drainage matters.

5.3 Facilitating the Creation of a More Sustainable Transport Network in Fenland

- 5.3.1 Fenland's transport infrastructure is expected to meet a range of requirements, from strategic objectives such as supporting the economy through to individual local community initiatives. As a rural area, Fenland also has residents and businesses in many types of communities from market towns to very sparsely populated small villages. Our approach to access and transport must facilitate and accommodate the full range of local needs.
- 5.3.2 The key roads in the district are the A47 Trunk Road, A141, A142, A605 and A1101. These serve many functions beyond access for local and long distance journeys. They are essential for the local agricultural and food manufacturing industries that are reliant on road transport for the delivery of goods through freight and agricultural vehicles. The roads through the district are nearly all single carriageway, with safety issues and high recorded levels of accidents. Fenland also has three railway stations (March, Whittlesea and Manea) although apart from March access to rail services is limited. There are high levels of rail freight passing through the district that will continue to increase during the lifetime of this Local Plan. There are also two National Cycle Network routes within the district.
- 5.3.3 A high proportion of Fenland's residents live outside of the market towns in the many sparsely populated rural settlements. With the exception of larger villages, many settlements have either limited or no services and facilities, which creates a need to travel, and combined with the limited public transport available creates a high level of car dependency. There are also 19% of households in Fenland who have no access to a vehicle. This has significant impacts on people including the elderly and children and young people who have difficulty getting to social activities and health facilities.
- 5.3.4 The 2011-2026 Cambridgeshire Local Transport Plan (LTP3) sets out the following objectives for Fenland:
- Remove transport barriers so that children and young people can access transport particularly at weekends and in the evenings
 - Remove transport barriers in access to health care to ensure appropriate transport arrangements are available to all
 - Improve infrastructure to support bus services
 - Reduce the effects of transport on the environment
 - Ensure travel choice for everyone who lives and works in Fenland
 - Ensure that infrastructure and services are in place and improved for businesses and visitors
- 5.3.5 These objectives are very closely linked to the work programme of the Fenland Strategic Partnership Transport and Access Group (TAG), which includes the following priorities:
- Improving access for children and young people including development of the Fenland Youth Bus concept

- Working with key partners including Cambridgeshire and Peterborough Clinical Commissioning Group to promote existing public and community transport that are available to healthcare services including GP surgeries and hospitals. This work includes testing and developing new approaches to help people get to medical appointments
- Identifying public transport interchange sites and the availability of public and community transport services to those locations
- Working with transport providers, the development industry and partner organisations to identify opportunities to deliver new public and community transport where services will address specific needs
- Developing and implementing the 'Getting on Track' Rail Strategy including the delivery of a Community Rail Partnership

5.3.6 Market Town Transport Strategies (MTTS) are being completed for each of the Fenland towns. The aims of a MTTS are to provide an efficient, sustainable transport system, which will offer a realistic choice of transport modes within Fenland. The studies set out wide ranging proposals based on the views and comments of the public and local stakeholders. Types of projects to be included are improved accessibility, pedestrian and cycling schemes and public transport facilities. Each strategy includes a programme of improvements that will complement the objectives of other plans and strategies including the TAG work programme and improvements through developments. These strategies will help to assist with the future growth of towns by providing an enhanced and integrated programme of transport improvements. Further information on these strategies can be found on Cambridgeshire County Council's website at [Market Town Strategies](#)⁷.

5.3.7 The Fenland Rail Development Strategy 2011-31 was adopted by Fenland District Council in April 2012. It includes three priority areas which are:

- More Community Involvement;
- Better Stations including a Stations Investment Plan; and
- Improved Rail Services.

5.3.8 The delivery of these three themes will be through a series of projects for each of the three stations within Fenland, namely at March, Whittlesea and Manea. The types of projects include bringing redundant buildings back into use, car parking improvements, addressing Kings Dyke level crossing issues at Whittlesey, establishing Whittlesea station as a parkway station for Peterborough, and platform lengthening at Manea. To enable the projects identified in the Fenland Rail Development Strategy to be delivered will require land at or near the station to be protected from inappropriate development.

5.3.9 This Local Plan policy aims to support all the work above and encourage the delivery of a more sustainable transport network. The policy is in three parts – our Sustainable Transport 'Vision', followed by a set of policies, and finally an explanation as to how we will help deliver the vision.

⁷ See Link:

http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/market_town/intro+mts.htm

Policy LP15 - Facilitating the Creation of a More Sustainable Transport Network in Fenland

(A) The Vision for a Sustainable Transport Network in Fenland

The Council is seeking to deliver an integrated approach to transport in Fenland that is sustainable, facilitates growth, links town and country, encompasses cross boundary transport issues and improves accessibility for everyone by all modes of travel. An overarching aim of the Council is to reduce the need to travel, but, where travel is necessary, to minimise the distance needed to travel and increase the options available to undertake such journeys.

Detailed strategy, targets and delivery arrangements to help achieve the vision are set out in the Local Transport Plan (LTP) (as updated on a 5-year basis), or its successor document, and the Transport and Access Group Work Programme.

All development proposals are expected, in proportion to the size and impact of the development being proposed, to contribute to the delivery of this Vision.

(B) Delivering New Transport Related Infrastructure

Delivering the right transport related infrastructure, in the right place, at the right time, is essential if the transport vision is to be achieved. To enable this to happen, all development proposals should contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL financial payment):

For Strategic Transport Infrastructure:

- Improve and better manage the strategic road transport infrastructure including A47, A141, A142, A605 and A1101, to allow for a range of users and increased capacity where appropriate and viable.
- Improve and better manage the wider road infrastructure to benefit local communities including rural roads, and key transport links in market towns and villages.
- Deliver the Fenland Getting on Track Rail Strategy, through the implementation of the Rail Stations Investment Plan, improvements to rail services and the Community Rail Partnership.
- If deemed feasible and viable, deliver the reopening of the March to Wisbech rail line.
- Increase the proportion of freight carried by rail and waterways, rather than road, making maximum use of local assets such as existing and potentially re-opened railway lines, Wisbech Port, River Nene and other local waterways.

For Public and Community Transport Infrastructure:

- Assist the delivery of transport hubs that improve links to the wider transport network that are multi modal in their approach and offer realistic interchange opportunities between buses, trains, community transport, taxis, walking, cycling and cars.

- Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities.
- Assist in the implementation of infrastructure which will help all communities in Fenland, including people living in the villages and small settlements, to have opportunities to travel without a car for essential journeys.

For Walking & Cycling Infrastructure:

- Deliver robust networks and facilities for walking and cycling, which are suitably linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate other schemes such as Safe Routes to Schools and travel plans.
- Prioritise schemes which complete gaps in the network, especially those that will encourage more local walking and cycling journeys.
- Deliver schemes which complement the aims of the Cambridgeshire Green Infrastructure Strategy, protect and enhance natural assets and, where possible, enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside.

(C) Designing Development Schemes

All development proposals should also demonstrate that they have regard to the following criteria:

- Development on a site should be located and designed so that it can maximise accessibility and help to increase the use of non-car modes.
- Proposals which include new public highway should ensure such new highway complements and enhances the character of the area, possibly through the preparation of a public realm strategy for larger development schemes.
- Proposals of one dwelling or more should be accompanied by a Transport Statement, or, if the proposal is likely to result in significant transport implications, by a Transport Assessment and Travel Plan. The coverage and detail of this should reflect the scale of development and the extent of the transport implications.
- Large development proposals (defined as 50 or more dwellings) in a market town should demonstrate how it will positively contribute to the delivery of the applicable Market Town Transport Strategy.
- Development schemes should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors including habitat connectivity (linking to existing routes where opportunities exist) that give easy access and permeability to adjacent areas.
- Development schemes should provide well designed car and cycle parking appropriate to the amount of development proposed, ensuring that all new development meets the Council's defined parking standards as set out in Appendix A.

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

6. Environment Quality

6.1 Introduction

6.1.1 The spatial portrait of this Local Plan sets out the high quality environment that Fenland currently has to offer. We are keen to protect and promote this and that of our neighbouring authorities, in accordance with Government guidance, by:

- promoting high quality inclusive design
- protecting and enhancing the natural and historic environment

6.1.2 The Sustainable Community Strategy for Fenland has similar priorities. We know from the responses to the previous stages of the preparation of our plans that Fenland residents are also keen to protect and improve the quality of environments across the District.

6.2 High Quality Design

6.2.1 The Cambridgeshire Quality Charter for Growth sets out core principles for the level of quality to be expected in new developments. It requires planning authorities and applicants to use the charter to ensure that together we build sustainable communities that can stand the test of time. Building for Life is also another excellent tool to help ensure high quality residential neighbourhoods and developers are encouraged to use it.

6.2.2 Good design is about the way a development functions, its appearance and its relationship to its surroundings. Well-designed, safe and attractive new development can help to raise the quality of the built environment and the quality of people's lives of those who live and work there.

6.2.3 New development will be managed in such a way that it protects and improves the diverse natural environment of the District and preserves and enhances its rich built and cultural heritage.

6.2.4 We have produced further guidance on delivering high quality environments in a Supplementary Planning Document.

6.2.5 Where risks from landfill gas are likely to arise or where land contamination may be reasonably suspected, intending developers should hold pre-application discussions with the Council, the relevant pollution control authority and stakeholders with a legitimate interest, for example drainage and SuDs Approving Bodies. A preliminary risk assessment should be undertaken as the first stage in assessing these risks and is a requirement for validating relevant planning applications. All investigations should be carried out in accordance with CLR11 'Model Procedures for the Management of Land Contamination'¹ and the Council's SPD, or as may be updated. See:

<http://www.environment-agency.gov.uk/research/planning/337040.aspx>

Policy LP16 - Delivering and Protecting High Quality Environments across the District

High quality environments will be delivered and protected throughout the district. Proposals for all new development, including where appropriate advertisements and extensions and alterations to existing buildings, will only be permitted if it can be demonstrated that the proposal meets all of the following relevant criteria:

- (a) protects and enhances any affected heritage assets and their settings to an extent commensurate with policy in the National Planning Policy Framework and in accordance with Policy LP18.
- (b) protects and enhances biodiversity on and surrounding the proposal site, taking into account locally designated sites and the special protection given to internationally and nationally designated sites, in accordance with Policy LP19.
- (c) retains and incorporates natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies.
- (d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.
- (e) does not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light.
- (f) provides adequate, well designed facilities for the storage, sorting and collection of waste that are user friendly and appropriate to the amount and type of development proposed (including taking account of any district or county Supplementary Planning Documents which are in force at the time of the proposal).
- (g) provides publicly accessible open space for play, sport, recreation and access to nature, in accordance with the standards set out in Appendix B, or a financial contribution of equivalent value where on-site provision is impracticable.
- (h) provides sufficient private amenity space, suitable to the type and amount of development proposed; for dwellings other than flats, as a guide and depending on the local character of the area, this means a minimum of a third of the plot curtilage should be set aside as private amenity space.
- (i) provides well designed hard and soft landscaping incorporating sustainable drainage systems as appropriate.
- (j) provides safe environments and incorporates security measures to deter crime in accordance with Policy LP17.
- (k) enables flexible use and adaptation to reflect changing lifestyles.
- (l) identifies, manages and mitigates against any existing or proposed risks from sources of noise, emissions, pollution, contamination, odour and dust, vibration, landfill gas and protects from water body deterioration.
- (m) the site is suitable for its proposed use with layout and drainage taking account of ground conditions, contamination and gas risks arising from previous uses and any proposals for land remediation, with no significant impacts on future users, groundwater or surface waters.
- (n) complements and enhances the quality of riverside settings, including ecological value, renaturalisation where possible, and navigation.

(o) does not result in any unreasonable constraint(s) or threaten the operation and viability of existing nearby or adjoining businesses or employment sites by introducing “sensitive” developments.

A Supplementary Planning Document to be adopted in 2014 will be used to further assess planning applications in relation to the criteria in this policy.

6.3 Community Safety

- 6.3.1 Well designed and attractive development schemes can instil a sense of pride and ‘ownership’ in the local community helping to reduce opportunities to commit crime and improving public perceptions of safety and, in doing so, help to improve people’s quality of life.
- 6.3.2 The Crime & Disorder Act 1998 places a duty upon the Council to prevent crime and disorder and to have regard to the crime and disorder implications of its decisions. The NPPF confirms that planning policy can contribute towards this duty through encouraging councils to ‘create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life and community cohesion’. The planning system, and new development in particular, can make a real difference in these areas particularly with regard to designing out crime or enabling contributions towards reducing the risk and likelihood of crime and disorder taking place which could be exacerbated from a planning proposal.
- 6.3.3 Using crime prevention principles in the built environment can ensure a proactive approach is taken, rather than relying on reactive measures such as CCTV that should only form part of the overall package to reducing crime. With regard to best practice, crime prevention measures should be incorporated into a scheme from the start of the design process.
- 6.3.4 Through the design process the proposal should seek to maximise natural surveillance by considering how people and property are visible from occupied buildings. The design of the street network should encourage activity by being open for use by everyone and include integrated streets and paths so that people can take the most direct route. Streets and paths should also be well lit, highly visible and not overshadowed by vegetation or contain recessed areas. A mix of uses, dwellings sizes and tenures can all contribute towards increasing activity, and thus natural surveillance, throughout the day.
- 6.3.5 Public and private space should be clearly defined to deter unauthorised access and anti-social behaviour. These spaces can be defined by means such as separation by walls, changes in surface materials or other distinguishing features.
- 6.3.6 The introduction of such measures as external roller shutters or the use of barbed wire can adversely affect an area and can increase the perception that the area is unsafe; such measures are often considered to be triggers of crime or an indication that a crime is likely to take place. The effect of crime prevention measures on properties adjacent to the development should also be a consideration with a ‘fortress approach’ being discouraged as it can create an oppressive environment for both residents and passing pedestrians.

- 6.3.7 Safe and secure parking and storage facilities for cars, motorcycles and bicycles should be incorporated into the scheme with natural surveillance where possible.

Policy LP17 – Community Safety

In order to create safe environments and to prevent crime, development proposals should demonstrate that they have regard to the following criteria:

- a) where appropriate, include a mix of uses, tenures and dwelling sizes to create a range of activities throughout the day;
- b) include a street and footpath network that is convenient, attractive and safe to use;
- c) maintain and enhance permeability and connectivity of a site to aid surveillance and security by increasing activity;
- d) all footpaths should be well lit and, if possible, overlooked by dwellings. Footpaths to the rear of properties should be avoided where possible;
- e) proposals for new shop frontages should avoid the use of external roller shutters. Where it can be demonstrated that they are necessary, shutters should be of an open grille design and integrated into the design of the shop front (such measures may not be appropriate in Conservation Areas or for listed buildings);
- f) street furniture and public realm works should be designed not to obstruct pedestrian views or encourage anti-social behavior;
- g) landscaping should be well located to help define public and private spaces. Visual surveillance corridors should be maintained by limiting the height of shrubbery. Deterrent plants should be used where appropriate; and
- h) car parks should be designed for both vehicle and personal safety through being well lit, have clear line of sight and avoid opportunities for concealment.

6.4 Historic Environment and Heritage Assets

- 6.4.1 The NPPF defines a 'heritage asset' as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing). Advice on designated assets and undesignated historic environment evidence should be sought from the Cambridgeshire Historic Environment Record based in Cambridgeshire County Council. Alongside national heritage policies, the following local heritage assets policy applies:

Policy LP18 – The Historic Environment

The Council will protect, conserve and seek opportunities to enhance the historic environment throughout Fenland. This will be achieved through

- the consideration of applications for planning permission and listed building consent;
- the use of planning obligations to secure the enhancement of the significance of any heritage asset, where development might impact on that significance (including impact on setting);

- keeping up-to-date and implementing conservation area appraisals and management plans, and using such up to date information in the determination of planning applications;
- making use of Article 4 Directions, where appropriate, to prevent unsympathetic alterations to buildings in conservation areas;
- the preparation and maintenance of a list of buildings and other heritage assets of local importance;
- steps to reduce the number of heritage assets in Fenland on English Heritage's Heritage at Risk Register; and
- the use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts.

All development proposals that would affect any designated or undesignated heritage asset will be required to:

- (a) describe and assess the significance of the asset and/or its setting to determine its architectural, historic or archaeological interest; and
- (b) identify the impact of the proposed works on the special character of the asset; and
- (c) provide a clear justification for the works, especially if these would harm the asset or its setting, so that the harm can be weighed against public benefits.

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

All development proposals that would affect a heritage asset will be determined in accordance with local policy in this Plan and national policy in the National Planning Policy Framework. Where permission is granted, a programme of work and/or the implementation of any necessary mitigation measures may be secured by condition or as part of a planning obligation in order to minimise any adverse impact.

6.5 The Natural Environment

6.5.1 In addition to national policy, the following local policy on the natural environment will also apply:

Policy LP19 – The Natural Environment

The Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the natural environment throughout Fenland.

Through the processes of development delivery (including the use of planning obligations), grant aid (where available), management agreements and positive initiatives, the Council will:

- Protect and enhance sites which have been designated for their international, national or local importance to an extent that is commensurate with their status, in accordance with national policy in the National Planning Policy Framework.
- Refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.
- Promote the preservation, restoration and re-creation of priority habitats, and the preservation and increase of priority species identified for Fenland in the Cambridgeshire and Peterborough Biodiversity Action Plans.
- Ensure opportunities are taken to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District into the rest of Cambridgeshire and Peterborough, and other adjoining areas.

7. Previous 'Saved Policies', Implementation and Monitoring

7.1 Saved Policies and other planning policy documents

7.1.1 The Local Plan will replace all of the existing or 'saved' policies in the Fenland District Wide Local Plan 1993.

7.1.2 In addition, the following documents which were adopted as 'Supplementary Planning Guidance' (SPG) are also deleted by this Local Plan:

- Interim Statement of Proposed Changes to Fenland District-Wide Local Plan (January 2001)
- Guidance on Development Plan Policies for Housing and Employment (October 2004)

7.1.3 In addition, any other 'planning policy' notes or clarification statements issued by the Council are cancelled on adoption of the Local Plan.

7.1.4 This means only the following SPGs remain as material considerations alongside this Local Plan (all of which the Council intends to replace in due course):

- Play Space Provision (2003)
- Shopfronts, Signs and Advertisements (c2000)
- Nene Waterfront (2004)
- Planning Agreements - Education Provision (2000)

7.1.5 The Council also intends to prepare the following new Supplementary Planning Documents, to be adopted alongside this Local Plan or shortly thereafter:

- Design Quality (as a supplement to Policy LP16 in this Local Plan)
- Developer Contributions (which will supersede the aforementioned Planning Agreements - Education Provision SPG and Play Space Provision SPG, plus incorporate wider developer contribution issues, the full content of which will be dependent on whether Fenland District Council proceeds with a CIL)
- Resource Use (as a supplement to Policy LP14 of this Local Plan)
- Flood and Water SPD (as a supplement to Policy LP14 of this Local Plan)

7.1.6 Further Supplementary Planning Documents may also come forward to cover:

- Site specific proposals, such as for the urban extensions proposed in this Local Plan.
- Other policy area, where it is considered additional guidance to support either this Local Plan or national policy is deemed necessary.

7.2 Policies Map

7.2.1 A Policies Map will be maintained to show strategic allocations and other designated areas, such as areas of special scientific interest. The Map will also show allocations that have been adopted as part of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals DPD.

7.3 Implementation and Monitoring Framework

7.3.1 This Local Plan must be capable of being implemented. In order to do so it is important that a clear framework is developed at an early stage and stakeholders are involved (as was the case through the Fenland Neighbourhood Planning Vision Project). This has been developed in such a way that minimises duplication, but gives a clear steer on who is responsible for implementing policies and proposals, by when and the resources that will be required. This will give greater confidence that the plan can be achieved.

7.3.2 It is important that the plan can be easily monitored and that this process is joined up with the way that we assess the sustainability of the plan. We are therefore using the key indicators from the Sustainability Appraisal process to form the backbone of our plan monitoring. This is appropriate because the objectives of the Local Plan are the same as the objectives used in the sustainability appraisal framework.

7.3.3 Under the Localism Act (2011), we are required to produce a Monitoring Report, reflecting recent activity. This will look at matters such as:

- how policies are working in practical terms and assesses whether there is a need for supplementary planning documents to provide further guidance or revisions to policy;
- how our policies are being implemented – i.e. land being taken up and developed;
- how our plans and policies are affecting the wider indicators – unemployment, deprivation and similar matters that are part of the monitoring system that has been developed; and
- how our work programme is progressing (and whether any adjustment is required).

7.3.4 All of the policies set out in the Local Plan will be implemented through the submission and determination of planning applications, pre-applications and appeals. Supplementary Planning Documents may be produced to provide more detailed implementation of the policies. Those who will help to deliver the strategy and put policies into action are:

- Fenland District Council
- Elected Members
- Applicants and Agents
- The Planning Inspectorate
- Town and Parish Councils
- The Fenland Strategic Partnership
- The Community (residents, businesses, land owners, voluntary
- Greater Cambridge Greater Peterborough LEP
- Utilities companies
- Network Rail
- Public transport providers
- Cambridgeshire County Council (CCC) as the authority on highways, social services,

- groups and any other stakeholders)
- Registered Social Landlords
 - Housing Associations
 - The National Health Service
 - Internal Drainage Boards
 - The Environment Agency
 - Natural England
 - English Heritage
 - The Wildlife Trust
 - Cambridgeshire and Peterborough Environmental Records Centre
 - Highways Agency
 - Chambers of Commerce

- education, libraries, archaeology, minerals and waste
- Cambridgeshire and Peterborough Clinical Commissioning Group
 - Strategic Health Authority
 - The Police
 - Charities
 - Non-Governmental Organisations
 - House builders, the New Homes Agency and other developers
 - Minerals and Waste Management Industries
 - Navigation Authorities

7.3.5 Appropriate indicators and targets have been identified to monitor the effectiveness of policies and implementation measures. The results of annual monitoring will identify which policies are succeeding, and which need revising or replacing because they are not achieving the intended effect.

The Vision

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
By all of the stakeholders listed above through the on-going submission and determination of planning applications and joint working throughout the lifetime of the plan.	<ul style="list-style-type: none"> • By assessing the cumulative success or failure of all of the Local Plan policies, using the indicators and targets for each policy.

Policy LP1 – A Presumption in Favour of Sustainable Development

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.	By using the following indicator: <ul style="list-style-type: none"> • Proportion of applications that are refused permission. Target to minimise
<p>Risks:</p> <ul style="list-style-type: none"> • Pressure for ‘quick-win’ development if development coming forward in more sustainable locations is less than anticipated • Lack of joint working between stakeholders to find solutions <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications where the presumption in favour of sustainable development has not applied <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents • Development of further supplementary guidance 	

- If appropriate, commence partial review of Plan

Policy LP2 – Facilitating Health and Wellbeing of Fenland Residents

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the provision of new residential and commercial development by developers throughout the lifetime of the plan.</p> <p>Provision of adequate infrastructure by FDC, Fenland Local Strategic Partnership, Cambridgeshire and Peterborough Clinical Commissioning Group, CCC, utility and infrastructure agencies, private developers to meet new demands throughout the lifetime of the plan</p>	<p>By using the following indicators:</p> <ul style="list-style-type: none"> • All major developments to include commentary in the Design and Access Statement on how the policy has been met • S.106 data to monitor the provision of infrastructure against the requirements of the Infrastructure Delivery Plan.
<p>Risks:</p> <ul style="list-style-type: none"> • Significant change in settlement facilities • Pressure for ‘quick-win’ development in villages and countryside if development in more sustainable locations is less than anticipated <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents • Work with partners to improve services in villages • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Provision of new commercial and residential development by private developers, throughout the lifetime of the plan.</p> <p>Provision of adequate infrastructure by FDC, Fenland Local Strategic Partnership, Cambridgeshire and Peterborough Clinical Commissioning Group CCC, utility and infrastructure agencies, private developers to meet new demands throughout the lifetime of the plan (an Infrastructure Delivery Plan, or similar will be prepared in conjunction with a CIL, and will set out details on the necessary infrastructure projects that are required to implement the Local Plan).</p>	<p>By using the following indicators:</p> <ul style="list-style-type: none"> • Net additional dwellings and employment floor space completed by location (as per LP4 and LP5 categories). • Number of net additional dwellings in the open countryside which are removed from and are not adjoining an existing settlement in the settlement hierarchy. Target to minimise. • S.106 data to monitor the provision of infrastructure against the requirements of the Infrastructure Delivery Plan.

Risks:

- Significant change in settlement facilities
- Pressure for 'quick-win' development in villages and countryside if development in more sustainable locations is less than anticipated
- High levels of development coming forward in settlements where growth is of a limited nature

What are the trigger points?

- Sustained high level of applications approved that are contrary to policy

What action will be taken?

- Seek further engagement with developers and agents
- Work with partners to improve services in villages
- Development of further supplementary guidance
- If appropriate, commence partial review of Plan

Policy LP4 – Housing

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications.</p> <p>Masterplans and town strategies</p> <p>Provision of new residential development by private developers including housing associations and registered social landlords.</p> <p>Delivery is dependent on partnership working across the entire sector, the state of the national economy and the availability of funding from financial institutions.</p> <p>Delivery will rely on private (predominantly) and public (proportionally significantly less) funding.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of dwellings completed per year (by location) measured against the yearly targets set out in the housing trajectory. • Supply of ready to develop housing sites (assessed annually) - at least 5 years housing land supply, with an additional buffer of 5%, at any point in time. <ul style="list-style-type: none"> • Sustained delivery of 820 or more dwellings pa.
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy and the resulting impact on house building sector • Lending policies of financial institutions • Committed sites not being developed <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Supply of housing sites is significantly below 5 years worth of land supply • Residual annual target of above 820* dwellings • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents to identify why development is not coming forward • Work with developers to overcome site-specific obstacles • Development of further supplementary guidance • If appropriate, commence partial review of Plan. 	

Policy LP5 – Meeting Housing Need

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications involving continuous partnership working with relevant organisations to ensure targets are met.</p> <p>Provision of new residential development by private developers, housing associations and registered social landlords.</p> <p>Masterplans or other studies for the Market Towns will identify scope for further residential intensification.</p> <p>Funding from the national affordable housing programme and FDC affordable housing grants (as pooled via contributions received via this policy)</p> <p>Use of planning obligations to secure affordable housing and Gypsy and Traveller sites.</p> <p>An Infrastructure Delivery Plan, or similar will be prepared in conjunction with a CIL, and will set out details on the necessary infrastructure projects that are required to support the policy.</p> <p>Up-to-date preparation of assessments of local needs.</p> <p>Co-ordination with the Cambridgeshire Joint Strategic Needs Assessment (JSNA)</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of permissions on sites of 5-9 not securing the on-site provision or payment of a financial contribution of broadly equivalent value, as detailed in LP5, to the provision of 20% affordable housing on site – target of none. (except where viability issues prove otherwise) • Number of permissions on sites of 10 or more dwellings, not securing 25% of the dwellings as affordable houses – target of 0 (except where viability issues prove otherwise) • Amount of affordable housing comprising social rented accommodation – target as defined by need • Number of permanent gypsy pitches and travelling show people plots completed – as per assessed need • Number of vacant pitches on Council run sites – target to minimise • Number of unauthorised encampments in the district – target to minimise
<p>Risks:</p> <ul style="list-style-type: none"> • Affordable housing targets being unviable • Shortage of funds from the Homes and Communities Agency • Lack of landowner interest, funding and utilisation of Gypsy and Traveller sites <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of permissions not meeting defined target for affordable housing provision • Persistent increases in the Housing Waiting List, year on year • Significant divergence between permanent gypsy pitches and travelling show people plots completed and assessed need. <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents to identify barriers to delivery of affordable housing • Development of further supplementary guidance • Undertake further viability assessment • Seek further engagement with Gypsies and Traveller representatives to identify why additional 	

- pitches are not coming forward
- If appropriate, commence partial review of Plan

Policy LP6 – Employment, Tourism, Community Facilities and Retail

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications.</p> <p>Master planning and town strategies.</p> <p>Active promotion of Fenland as a business location by FDC.</p> <p>An Infrastructure Delivery Plan, or similar will be prepared in conjunction with a CIL, and will set out details on the necessary infrastructure projects that are required to support the policy.</p> <p>Refreshing retail studies and on-going monitoring of retail floor space.</p> <p>Through joined up approaches to improving the education and skills rate in the district.</p> <p>Through broadening the Fenland economy to provide wider opportunities.</p> <p>Through the delivery of the Fenland Economic Development Strategy</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Supply of land developed for employment use - target to deliver at least 85 hectares from 2011 to 2031. • Number of planning permissions for non-employment uses on high quality land and premises in use or last in use for B1/B2/B8 employment purposes – target to minimise. • Number of new office only proposals on out of centre sites – target to minimise. • Number of warehousing/distribution only proposals located away from the main trunk road network – target to minimise. • Number of years employment land supply – target of at least 5 years' worth available at current take-up rate. • Take up of employment land by location and type of use – target to increase. • Amount of completed A1 floor space (gross and net) by location – target to increase by 2031, particularly in town centre locations. • Amount of completed A2 - A5 floor space (gross and net) by location – target to increase by 2031, particularly in town centre locations. • Number of retail development proposals required to undertake a town centre impact assessment • Loss of viable tourism facilities without suitable replacement – target to minimise. • Number of applications approved that are contrary to policy – target to minimise
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy, and impact on development sector • Lending policies of financial institutions • Lack of progress in education and skills to develop knowledge based industry • Lack of developer interest in employment sites • Committed sites not being developed • Reliance on private sector funding and developer interest • Lack of developer interest in retail sites • Committed retail sites not being developed • Out-of-centre retail developments reducing the capacity to support in-centre development <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Supply of available employment sites is below 5 years of land supply 	

- Residual annual target of above 10ha per year*
- Significant increase in out of town retail developments and/or further decline in town centre A1 floorspace
- Sustained high level of applications approved that are contrary to policy

What action will be taken?

- Seek further engagement with developers and agents to identify barriers to delivery of employment development
- Work with developers and agents to overcome site-specific obstacles
- Seek further promotional measures and interventions to enhance the attractiveness of Fenland for investment
- Work with the Local Education Authority to progress in education to develop knowledge based industry
- Development of further supplementary guidance
- If appropriate, commence partial review of Plan

**average annual delivery rate sustained in Fenland between 2007 and 2010*

Policy LP7 – Urban Extensions

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Throughout the lifetime of the plan:</p> <p>Through the on-going submission and determination of planning applications including close partnership working between FDC, public and private developers, the Internal Drainage Boards (IDBs), utility providers etc.</p> <p>Delivery of the policy will require a considerable amount of complementary infrastructure, all of which will be determined precisely via the planning application negotiation stage. An Infrastructure Delivery Plan, or similar will be prepared in conjunction with a CIL, and will set out details on the necessary infrastructure projects that are required to support the policy.</p> <p>The agreement, and implementation, of s106 legal agreement(s) to ensure, for example, the timely provision of infrastructure.</p> <p>At a planning application stage for the delivery of these sites, there may be a phasing condition attached, for example in relation to the provision of key infrastructure or for s106 contributions to be made.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Status of each of the urban extensions i.e. not started, outline permission, full permission, or under construction; rate of housing delivery compared with housing trajectory - no specific target; depends on the site circumstances. • Coverage of broad areas of growth by broad concept plans. • Objections from statutory consultees on infrastructure grounds – target to minimise • Number of applications approved that are contrary to criteria set out in the policy – target to minimise.
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy, and impact on the house building sector • Sites not coming forward as part of broad concept plans • Lending policies of financial institutions • Reliance on private sector funding and developer interest 	

- Infrastructure issues arising that are not identified in the infrastructure delivery plan

What are the trigger points?

- High level of schemes coming forward not as part of broad concept plans
- Significant objections from Infrastructure providers
- No SPDs produced, or planning permission granted, for Strategic Allocations and Broad Locations by 2015

What action will be taken?

- Seek further engagement with developers and agents to identify barriers to delivery of development
- Review trajectories, taking account of phasing, in accordance with policy LP13
- Work with developers and agents to overcome site-specific obstacles
- Seek further engagement with infrastructure providers to identify and overcome any infrastructure constraints
- Development of further supplementary guidance
- If appropriate, commence partial review of Plan

Policy LP8 – Wisbech

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
Through the submission of broad concept plans Through the determination of planning applications.	By using the following indicators and targets: <ul style="list-style-type: none"> • Production of broad concept plans– target to commence within first five years of plan period. • Number of applications approved that are contrary to the policy – target to minimise.
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy and the resulting impact on house building sector • Lending policies of financial institutions • Committed sites not being developed <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Broad concept plans not coming forward • Annual Monitoring demonstrates target is unlikely to be met <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents to identify barriers to delivery of development • Seek further engagement with infrastructure providers to identify and overcome any infrastructure constraints • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP9 – March

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
Through the on-going submission and determination of planning applications.	By using the following indicators and targets:

	<ul style="list-style-type: none"> Number of applications approved that are contrary to the policy – target to minimise.
<p>Risks:</p> <ul style="list-style-type: none"> State of national economy and the resulting impact on house building sector Lending policies of financial institutions Committed sites not being developed <p>What are the trigger points?</p> <ul style="list-style-type: none"> No broad concept plans coming forward <p>What action will be taken?</p> <ul style="list-style-type: none"> Seek further engagement with developers and agents to identify barriers to delivery of development Seek further engagement with infrastructure providers to identify and overcome any infrastructure constraints Development of further supplementary guidance If appropriate, commence partial review of Plan 	

Policy LP10 – Chatteris

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
Through the on-going submission and determination of planning applications.	By using the following indicators and targets: <ul style="list-style-type: none"> Number of applications approved that are contrary to the policy – target to minimise.
<p>Risks:</p> <ul style="list-style-type: none"> State of national economy and the resulting impact on house building sector Lending policies of financial institutions Committed sites not being developed <p>What are the trigger points?</p> <ul style="list-style-type: none"> No broad concept plans coming forward <p>What action will be taken?</p> <ul style="list-style-type: none"> Seek further engagement with developers and agents to identify barriers to delivery of development Seek further engagement with infrastructure providers to identify and overcome any infrastructure constraints Development of further supplementary guidance If appropriate, commence partial review of Plan 	

Policy LP11 – Whittlesey

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
Through the on-going submission and determination of planning applications.	By using the following indicators and targets: <ul style="list-style-type: none"> Number of applications approved that are contrary to the policy – target to minimise.
Through the preparation of a joint supplementary planning document covering the	

Regional Freight Interchange proposal.	
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy and the resulting impact on house building sector • Lending policies of financial institutions • Committed sites not being developed <p>What are the trigger points?</p> <ul style="list-style-type: none"> • No broad concept plans coming forward <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents to identify barriers to delivery of development • Seek further engagement with infrastructure providers to identify and overcome any infrastructure constraints • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP12 - Rural Areas Development Policy

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
Through the on-going submission and determination of planning applications.	By using the following indicators and targets: <ul style="list-style-type: none"> • Number of applications approved that are contrary to criteria set out in the policy – target to minimise. • Number of net additional dwellings in the open countryside which are removed from and are not adjoining an existing settlement in the settlement hierarchy. Target to minimise.
<p>Risks:</p> <ul style="list-style-type: none"> • Significant change in settlement facilities • Lack of community engagement • Lack of infrastructure and services to support development • Pressure for ‘quick-win’ development in villages and countryside if development in more sustainable locations is less than anticipated. <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Significant objections from Infrastructure providers • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers, agents and local community to identify barriers to delivery of development • Engage with service providers to ensure adequate services are coming forward • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP13 - Supporting and Managing the Impact of a Growing District

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications; including effective partnership working between FDC, public and private developers and house builders, the Highways Agency, Network Rail and Utility providers.</p> <p>Ensure all appropriate opportunities are taken to secure necessary infrastructure to support new development</p> <p>Section 106 contributions monitored (via a dedicated team within FDC).</p> <p>An Infrastructure Delivery Plan (IDP), or similar will be prepared in conjunction with a CIL, and will set out details on the necessary infrastructure projects that are required to support the policy. Thereafter, keeping the IDP up to date.</p> <p>The policy effectively is a 'phasing' policy for the whole Local Plan. It stipulates very clearly that without adequate infrastructure there can be no growth. Individual planning permissions may have conditions attached, to phase development in line with planned infrastructure.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Level of required infrastructure delivered in conjunction with the development – target of all required infrastructure delivered with the development in line with the Infrastructure Delivery Plan (or similar). • Amount of funds secured through developer contributions for site related infrastructure and strategic Infrastructure (both on-site and off-site) – target of appropriate level of funding secured to enable delivery of necessary infrastructure (as set out in the IDP). • Number of refusals on the grounds of LP13. • Amount of funds spent on the intended purpose – target of 100% of S106 planning obligations fully complied within agreed time scales.
<p>Risks:</p> <ul style="list-style-type: none"> • State of national economy, and impact on development sector • Reliance on private sector funding and developer interest • Lead in time for infrastructure projects • Shortage of public sector funds • Level of developer contributions not viable • Contributions not sufficient to secure the necessary infrastructure requirements <p>What are the trigger points for intervention?</p> <ul style="list-style-type: none"> • Significant number of refusals on the grounds of LP13 • Significant objections from Infrastructure providers • Shortfall in contributions required to provide infrastructure to support growth <p>What action will be taken?</p> <ul style="list-style-type: none"> • Seek further engagement with developers and agents to identify barriers to delivery of development • Engage with infrastructure providers to find solutions and, if necessary, adjusted phasing to overcome barriers to growth. • Commence further viability work • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP14 - Responding to Climate Change and Managing the Risk of Flooding in Fenland

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications, involving Natural England, IDBs and the Environment Agency.</p> <p>Effective partnership working between Fenland District Council, public and private developers, the Environment Agency, IDBs, Natural England, English Heritage and any other relevant organisation.</p> <p>Delivery is dependent on effective WCS, SFRA and SWMP, and associated funding to deliver on the requirements set out in such documents.</p> <p>Preparation of a Resource Use SPD and a Flood and Water SPD.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target to minimise. • Number of planning permissions granted contrary to the advice of the Environment Agency and IDBs on flood risk and water quality grounds – target of no planning permissions granted contrary to the advice of the Environment Agency and IDBs • Percentage of new dwellings in flood risk zones, 2, 3a & 3b* - target of none in 3a and 3b unless appropriate evidence is supplied to justify such development and the environment agency raise no objections. • Number of developments incorporating SUDS** - target of all appropriate development should incorporate SUDS. • Installed capacity for renewable energy generation (by type) – target to increase by 2031. • Resource Use SPD and a Flood and Water SPD adopted by end of 2014/15.
<p>Risks:</p> <ul style="list-style-type: none"> • A risk of low quality flood risk assessments • Renewable energy targets constraining development • Environmental constraints limiting opportunities for renewable energy developments • Lack of funding available • Radar problems (for wind farms) <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy • High level of planning permissions granted contrary to the advice of the Environment Agency and the IDBs. <p>What action will be taken?</p> <ul style="list-style-type: none"> • Engage with partners, including the Environment Agency and IDBs • Seek further engagement with developers and agents to identify why increased flood risk measures are not being incorporated into development • Possible development of further guidance, in partnership with other bodies, using latest best practice guidance. • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	
<p>Notes:</p> <p>* Flood Zones as defined in national guidance</p> <p>** SUDS - Sustainable Drainage Systems</p>	

Policy LP15 - Facilitating the Creation of a More Sustainable Transport Network in Fenland

How will the policy be implemented?	How will the effectiveness of the policy and
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<p>Through the on-going submission and determination of planning applications.</p> <p>Bids for funding (as they arise)</p> <p>Partnership working between FDC, the County Council, public and private developers, the Highways Agency and local public transport operators.</p> <p>Transport impact assessments and travel plans.</p>	<p>implementation processes be measured?</p> <p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target none. • Number of planning permissions that do not meet the Council’s defined parking standards – target to minimise. • Other indicators for this policy are determined via an up-to-date Local Transport Plan (LTP) – targets as set out in an up-to-date LTP.
<p>Risks:</p> <ul style="list-style-type: none"> • Lack of funding • Lack of stakeholder engagement to deliver vision • Key items of transport infrastructure not coming forward <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Explore opportunities for further funding including European Grants • Development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP16 - Delivering and Protecting High Quality Inclusive Environments across the District

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications involving Natural England and English Heritage and using data from the Biological Records Centre and Local Biodiversity Action Plans and from the Cambridgeshire Historic Environment Record.</p> <p>Application of national guidance, and the use of up-to-date Conservation Area Appraisals in determining planning applications.</p> <p>Project-level Habitats Regulations Assessment, where necessary.</p> <p>Preparation of a supporting SPD</p> <p>Through partner initiatives and projects to enhance environments.</p> <p>Through the implementation of the Cambridgeshire Green Infrastructure</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target none. • Number of proposals for non-recreational uses on areas of high quality open space – target of none unless alternative provision is made. • Area of new accessible open space provided as part of residential developments – target to increase in line with new residential development • Number of applications approved contrary to the advice of English Heritage and national guidance – target of none. • Community engagement to determine public satisfaction with quality of the built environment. • Area of new accessible open space provided in areas of deficiency – target to increase. • Extent and Condition of Ramsar, SPA, SAC, SSSI, NNRs and County Wildlife Sites – target to maintain and improve. • Improved local biodiversity on site through S106 obligations – target to improve. • Where applied, delivery of off-site biodiversity

Strategy	compensation – target successful delivery
<p>Risks:</p> <ul style="list-style-type: none"> • Failure of developments to translate policy into practice • Lack of funding available • A risk of low quality biodiversity, geological and historic environment assessments <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Explore opportunities for further funding including European Grants • Seek further public engagement to identify any causes of public dissatisfaction with the built environment • Seek further engagement with partners to identify whether more needs to be done to conserve biodiversity, geology and heritage assets. • Review or development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Policy LP17 – Community Safety

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications involving English Heritage, Police Architectural Liaison Officer.</p> <p>Application of national guidance, and the use of up-to-date Crime Prevention methods in determining planning applications.</p> <p>Through partner initiatives and projects to enhance environments and create well integrated communities</p> <p>Through the implementation of the Cambridgeshire Green Infrastructure Strategy - create safer links within and outside the development.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target none. • Area of new safe open space provided as part of residential developments – target to increase in line with new residential development • Number of applications approved contrary to the advice of Police Architectural Liaison Officer – target of none. • Community engagement to determine public satisfaction with safety of the built environment. • Area of new safe and with adequate degree of natural surveillance of open space provided in areas of deficiency – target to increase. • Unsecured parking space (car as well as other modes of transport) provided on site - target of none
<p>Risks:</p> <ul style="list-style-type: none"> • Failure of developments to translate policy into practice • Lack of willingness from developer to include safety features in the development • Failure of new communities to integrate and create a safe environment <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Explore opportunities for further funding including European Grants • Seek further public engagement to identify any causes of public dissatisfaction with the built environment especially with perception of crime 	

- Seek further engagement with partners to identify whether more needs to be done to integrate community and create 'ownership'
- If appropriate, commence partial review of Plan

Policy LP18 – Historic Environment

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications involving English Heritage and Cambridgeshire Historic Environment team using data from the Cambridgeshire Historic Environment Record.</p> <p>Application of national guidance and the use of up-to-date Conservation Area Appraisals in determining planning applications.</p> <p>Through partner initiatives and projects to enhance environments.</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target none. • Number of applications approved contrary to the advice of English Heritage and national guidance – target of none. • Reduction of buildings on English Heritage's Heritage at Risk Register.
<p>Risks:</p> <ul style="list-style-type: none"> • Failure of developments to translate policy into practice • Lack of funding available • A risk of low quality historic environment assessments <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy • Reported loss of unrecorded archaeological assets; increased enforcement requests <p>What action will be taken?</p> <ul style="list-style-type: none"> • Explore opportunities for further funding including European Grants • Seek further engagement with partners to identify whether more needs to be done to conserve heritage assets. • Review or development of further supplementary guidance • If appropriate, commence partial review of Plan • The increased use of enforcement action leading to successful completion of required schemes of work 	

Policy LP19 – The Natural Environment

How will the policy be implemented?	How will the effectiveness of the policy and implementation processes be measured?
<p>Through the on-going submission and determination of planning applications involving Natural England using data from the Biological Records Centre and Local Biodiversity Action Plans.</p> <p>Application national guidance in determining</p>	<p>By using the following indicators and targets:</p> <ul style="list-style-type: none"> • Number of applications approved that are contrary to policy – target none. • Number of proposals for non-recreational uses on areas of high quality open space – target of none unless alternative provision is made.

<p>planning applications.</p> <p>Project-level Habitats Regulations Assessment, where necessary.</p> <p>Through partner initiatives and projects to enhance environments.</p> <p>Through the implementation of the Cambridgeshire Green Infrastructure Strategy</p>	<ul style="list-style-type: none"> • Area of new accessible open space provided as part of residential developments – target to increase in line with new residential development • Area of new accessible open space provided in areas of deficiency – target to increase. • Extent and Condition of Ramsar, SPA, SAC, SSSI, NNRs and County Wildlife Sites – target to maintain and improve. • Improved local biodiversity on site through S106 obligations – target to improve. • Where applied, delivery of off-site biodiversity compensation – target successful delivery
<p>Risks:</p> <ul style="list-style-type: none"> • Failure of developments to translate policy into practice • Lack of funding available • A risk of low quality biodiversity and geological environment assessments <p>What are the trigger points?</p> <ul style="list-style-type: none"> • Sustained high level of applications approved that are contrary to policy <p>What action will be taken?</p> <ul style="list-style-type: none"> • Explore opportunities for further funding including European Grants • Seek further public engagement to identify any causes of public dissatisfaction with the built environment • Seek further engagement with partners to identify whether more needs to be done to conserve biodiversity assets. • Review or development of further supplementary guidance • If appropriate, commence partial review of Plan 	

Housing Trajectory 2001 -2031

7.3.6 The Fenland Housing Trajectory below illustrates the expected rate of delivery of new dwellings, including those already completed, for each year between 2001 – 2031. It demonstrates how the housing target of 11,000 additional homes could be achieved.

7.3.7 The bars in the trajectory are split into four sections which represent the status of different housing sources. The grey hatched bars represent the net completions actually achieved between 1 April 2001 and 31 March 2013. The total number of dwellings gained over this period was 6,398. For the first two years of the plan period, 2011/12 and 2012/13, there was a net total of 528 completed dwellings.

7.3.8 The purple bars illustrate the projected net completions on sites that are currently known (i.e. committed sites). These development sites have one of the following types of planning status;

- Sites currently under construction
- Sites with full planning permission on which development has not yet started
- Sites with outline planning permission on which development has not yet started

7.3.9 The projected net additional dwellings which are expected to be delivered on these currently known sites is 2,035.

7.3.10 The blue bars (proposed sites) represent the projected net additional dwellings from specific site allocations and broad locations of growth (as identified in policy LP4 and Market Town policies LP8-11). These sites do not currently have planning permission. These sites are expected to deliver a minimum of 6,440 dwellings across the 20 year plan period.

7.3.11 In addition, the Local Plan also sets out an allowance for 'LP4 – Part B Sites'. These sites reflect the criteria based approach as set out in Part B of LP4 that allows appropriate new housing sites to come forward that fit with the Council's spatial strategy, but are of a scale too small to identify as specific or broad locations of growth. This allowance is expected to include those remaining sites previously allocated through the 1993 Local Plan, those that come forward on the redevelopment of vacant sites and small scale proposals in Towns and Villages. To ensure that this approach brings forward sites as predicted careful annual monitoring will be undertaken. It is expected that at least 2,005 dwellings will come forward through this approach.

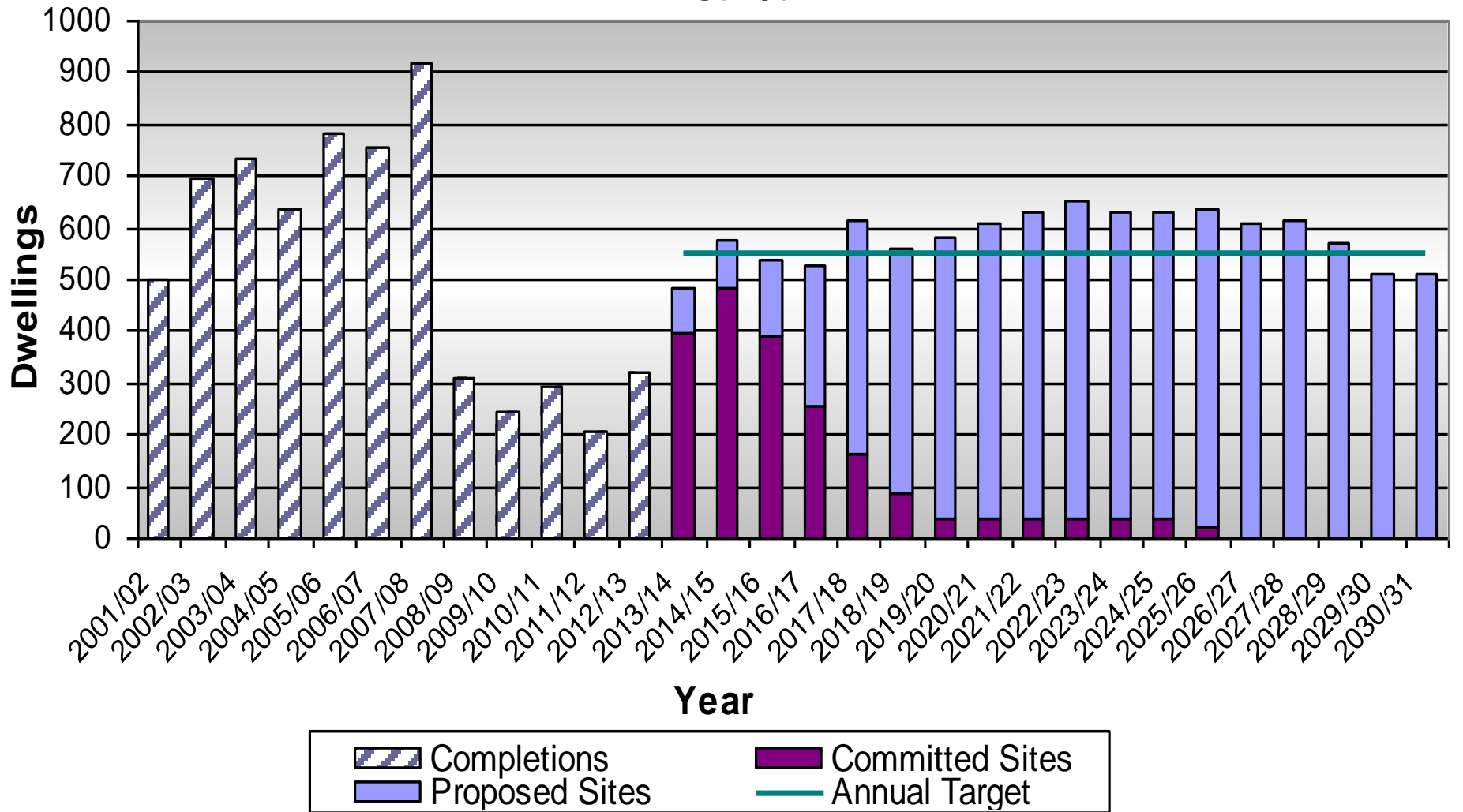
7.3.12 The housing target is therefore expected to be achieved through the following:

	Wisbech	March	Chatteris	Whittlesey	Other Areas	Total
Strategic Allocations	900	2,600	1,150	40	0	4,690
Broad Locations	1,150	500	100	0	0	1,750
Extant Planning Permissions	443	463	159	566	404	2,035
LP4 Part B Sites	390	600	140	350	525	2,005
Net Completions	120	43	49	46	270	528
Total	3,003	4,206	1,598	1,002	1,199	11,008

7.3.13 For future years it sets out the expected delivery of additional dwellings divided between those which are committed and those which are proposed. It therefore provides a basis for detailed monitoring of the delivery of the housing development proposed in this strategy.

7.3.14 The housing trajectory will be updated each year to take into account the number of completions, losses and dwellings on sites with planning permission. A new housing trajectory will be included each year in the Monitoring Report (AMR).

District



Appendix A – Parking Standards

CAR PARKING STANDARDS:

The following are the Parking Standards for Fenland.

For Part 1 (Flats / Maisonettes/Dwellings/Accommodation for the elderly), the standards are MINIMUM to be provided.

For all other Parts, each standard should not be exceeded and parking provision lower than the Standards may be considered appropriate.

Many uses do not fall within the Use Classes specified below. These uses are described as being in a class of their own (sui generis). Parking provision for these uses will be assessed on their merits in relation to the demand for parking which they are likely to generate.

In market towns, sharing of parking provision will be encouraged, particularly for non-residential development.

Where a site has good public transport links, such as in a central area of a market town, a reduction in car parking provision may be negotiated and, in special circumstances, nil parking provision may be appropriate.

DEVELOPMENT

PARKING PROVISION

1. Residential

Flats/Maisonettes

One bedroom

1.25 spaces per unit

More than one bedroom

1.5 spaces per unit

(These standards include provision for visitors).

Dwellings

Up to three bedrooms

2 spaces (may include garage)

Four bedrooms or more

3 spaces (may include garage)

(Garages should normally be set back 6 metres from the edge of the footway abutting the curtilage of the property. A garage can be counted as a parking space or counted towards the parking space allocation, provided the size of the garage exceeds 7.0m x 3.0m (internal dimensions)).

Accommodation for the elderly

Sheltered (warden controlled) and other elderly accommodation with care provision (e.g. Nursing Home)

1 space per 4 residential units, plus one visitor space per 4 residential units plus 1 space for each resident member of staff

The remaining parking standards are set out on the basis of the Use Classes defined in the 1987 Use Classes Order

2. Class A1 Shops (excluding non-food)	For each shop unit and retail warehouse/garden centre, two spaces and in addition:
Units up to 499 sq.metres *	One additional space for every 25 sq.metres of floor space over 50 sq.metres of floor space.
Units up to 1999 sq.metres	One parking space for every 20 sq.metres of floor space
Units over 2000 sq.metres	One parking space for every 10 sq.metres of gross floorspace
* Area referred to is gross floor area.	
Retail warehouses (non-food) bulky goods including DIY etc.	One space for every 20 sq.metres floor space
3. Class A2 (financial and professional services)	The standard is two spaces, plus one additional space for every 25 sq.metres of floor space over 50 sq metres
4. Class A3, A4 and A5 (food and drink, including restaurants, pubs, wine bars and take-aways.	
Restaurants	One space per 5.0 sq. metres of bar, dining and function room area
Public Houses, Clubs	One space for every 3 sq. metres of floor area
Take-aways	As per A1 (shops)
Transport Cafes	One lorry space for every 2 sq. metres of dining area plus one space for every 2 members of staff
5. B1 Business Use	The standard is two spaces per unit, plus one space for every 40 sq.metres over 50 sq.metres.
6. B2 General Industrial	The standard is two spaces per unit plus one space for every 50 sq.metres floor area over 50 sq.metres.
7. B8 Warehousing	Three spaces per unit, plus one space for every 300 sq.metres of floor space. NB Parking provision for Commercial and HGVs will be required in addition to car parking provision.
8. C1 Hotels and Hostels	One space per bedroom (residents and staff accommodation).
9. D1 Non-Residential Institutions Religious buildings, public halls, etc.	One space for every 5 sq.metres of public floor space.
10. D2 Assembly and Leisure Places of assembly	One space per 5 sq.metres of public floor space.
Public entertainment buildings, cinemas bingo halls, etc.	One space for every 5 sq.metres of public accommodation

Leisure Centres, sports facilities, etc
Sports Grounds

One space for 10 sq.metres of public area.
One space for two people using the playing
area at any one time.

Provision will be required to be made for buses and coaches at such venues.

Stadia to which spectators are admitted on payment will be assessed on their individual merits.

Appendix B – Open Space Standards

OPEN SPACE STANDARDS:

Natural green spaces are very important to our quality of life. They provide a wide range of benefits for people and the environment

All residential development within Use Classes C3 and C4 will be required to provide or contribute towards open space provision. The starting point for calculating the requirement are the standards set out in the table on the following pages.

The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity/type of open space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage. If there are deficiencies in certain types of open space provision in the surrounding area, the Council will seek variations in the component elements to be provided by the developer in order to overcome them.

If either:

- (d) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
- (e) taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,

then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site.

Where appropriate, the council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before granting planning permission.

Note, as a guide, 10ha residential development site is likely to accommodate around 500 people, based on approximately 70% of a site being net developable, of which 30 dwellings are provided per hectare, and the Fenland average of 2.3 people live in a dwelling. However, it is the size of the development area, rather than the likely population it will accommodate, which is the primary factor as the starting point for negotiations (though as part of negotiations, if a development scheme is significantly away from these assumptions, then a variant may be negotiated).

In respect of the Amenity Greenspace standard, the expectation is for such land to fall within the curtilage of the development scheme. Amenity greenspace to be adopted and maintained by the Council is unlikely to be approved.

For the avoidance of doubt, the Local Quantity Standard (column 3 of the tables) will be applied on a pro rata basis, except for proposals where no requirement is required (by virtue of commentary in column 4 or 5).

Open Space Type and Quality Standard	National Standard	Local Quantity Standard	Likely on-site or off-site?	If off-site, funding arrangement
<p>Country parks</p> <p>A large landscaped setting which may include a variety of natural features, or formal planted areas, typically over ten hectares in size. Country parks should provide for a wide range of recreational activities, including outdoor sports facilities and playing fields, children’s play for different age groups and informal recreational pursuits including sitting out and walking. Nature trails, cycle routes, formal picnic areas, interpretation facilities, refreshments and toilets are likely to be included.</p> <p>All spaces should meet Green Flag standard wherever possible.</p>	<p>ANGSt: At least one accessible 20 hectare site within two kilometre of home; One accessible 100 hectare site within five kilometres of home; and one accessible 500 hectare site within ten kilometres of home</p>	<p>One new country park, located in March.</p>	<p>Off-site</p>	<p>Developer contributions:</p> <ul style="list-style-type: none"> - CIL, if CIL in place - If CIL not in place, S106 contribution from development schemes of or over 250 homes. This only applies to March, for provision of a country park in March. Precise financial contribution intended to be set out in separate SPD. No contribution from sites below 250 homes or sites away from March. <p>Other contributions:</p> <ul style="list-style-type: none"> - Grants - Council capital resources
<p>Neighbourhood / Town parks</p> <p>A landscaped area with formal and informal planting, typically between one and six hectares in size, providing for a range of activities</p> <p>All spaces should meet Green Flag standard.</p>	<p>ANGSt: at least 2 hectares of natural greenspace in size, no more than 300 metres (5 minutes walk) from home</p>	<p>0.45ha per 10ha development site</p>	<p>On site for sites over 50ha</p> <p>Off site for sites between 0.5ha – 20ha For sites between 20-50ha,</p>	<p>Developer contributions:</p> <ul style="list-style-type: none"> - CIL, if CIL in place - If CIL not in place, S106 contribution towards a named new or to be improved park. Precise

Open Space Type and Quality Standard	National Standard	Local Quantity Standard	Likely on-site or off-site?	If off-site, funding arrangement
			to be subject to local site circumstances	financial contribution intended to be set out in separate SPD.
<p>Children’s Play</p> <p>Including designated equipped play space and informal play space. Equipped and fenced areas specifically for play, including such facilities as toddler’s play spaces, adventure play grounds, ball games areas and skate/BMX parks, providing for a range of age groups – depending upon the development.</p>	<p>FITs: 0.80ha / 1,000 population (of which, 0.25ha should be designated equipped playing space)</p>	<p>0.4ha per 10ha development site</p> <p>(with approx one-third as Designated Equipped Playing Space and two-thirds as Informal Playing Space)</p>	<p>On site for sites over 2.0ha</p> <p>Off site for site under 2.0ha</p>	<p>Developer contributions:</p> <ul style="list-style-type: none"> - S106 contribution towards a named new or to be improved Children’s Play area. Precise financial contribution intended to be set out in separate SPD. No contribution from sites below 15 homes. <p>Note: CIL, if introduced, is not intended to be used to provide Children’s Play area.</p>
<p>Natural greenspace</p> <p>An area of woodland, shrubs, grassland, heath or moor, wetland or open water, where the public may have a legal or permissive access, but should primarily support local biodiversity.</p>	<p>ANGSt: a minimum of one hectare of statutory Local Nature Reserves per thousand population.</p>	<p>0.5 ha of natural greenspace, per 10ha development site.</p>	<p>On site for sites over 10 ha</p> <p>Off site for sites under 10 ha and more than 0.5ha</p>	<p>Developer contributions:</p> <ul style="list-style-type: none"> - S106 contribution towards a named new natural greenspace. Precise financial contribution intended to be set out in separate SPD.

Open Space Type and Quality Standard	National Standard	Local Quantity Standard	Likely on-site or off-site?	If off-site, funding arrangement
				- Note: CIL, if introduced, is not intended to provide Natural Greenspace
<p>Allotments</p> <p>Open spaces where the primary uses is allotment gardening or community farming.</p> <p>Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved.</p>	NSALG: 20 standard plots of 250 square metres per 1,000 households	0.1ha per 10ha development site, plus land for appropriate access and parking arrangements	On site for sites over 10 ha Off site for sites under 10 ha and more than 0.5ha	<p>Developer contributions:</p> <ul style="list-style-type: none"> - S106 contribution towards a named new allotment or towards the refurbishment of a currently unusable allotment. Precise financial contribution intended to be set out in separate SPD. No contribution from sites below 10 homes. <p>Note: CIL, if introduced, is not intended to be used to provide allotment area.</p>
<p>Outdoor sports</p> <p>Open spaces formally laid out for specific outdoor sports, including football, cricket, rugby and hockey pitches, synthetic turf pitches, tennis courts, basketball courts and bowling greens</p> <p>Where appropriate floodlighting should be installed to ensure that facilities are of use throughout the year.</p>	1.6ha / 1,000 population	0.80 ha per 10ha development site	On site for sites over 10 ha Off site for sites under 10 ha and more than 0.5ha	<p>Developer contributions:</p> <ul style="list-style-type: none"> - S106 contribution towards a named new outdoor sports facility. Precise financial contribution to be set out in separate SPD. No contribution from sites below

Open Space Type and Quality Standard	National Standard	Local Quantity Standard	Likely on-site or off-site?	If off-site, funding arrangement
<p>Regard should be given to National Governing Body whole sport plans and Sport England assessment of facility requirements for Fenland.</p>				<p>10 homes. CIL, if introduced, is not intended to be used to provide outdoor sport area.</p>
<p>Amenity greenspace small pockets of grass, trees or landscaped areas which are an integral part of the design and layout of the development Amenity greenspace provision within Fenland should be of adequate quality and provide a range of facilities associated with the size of the facility.</p>	None	No standard	On-site. The expectation is for such amenity space to fall within the curtilage of the development scheme. Amenity greenspace to be adopted and maintained by the Council is unlikely to be approved.	
<p>Total Open Space (excluding country park, amenity space and access/parking arrangements)</p>		1.80ha - 2.25ha / 10 ha residential development site (with the lower end of the range applicable only if a neighbourhood)		

Open Space Type and Quality Standard	National Standard	Local Quantity Standard	Likely on-site or off-site?	If off-site, funding arrangement
		d / town park is provided which incorporates other open space standards within it)		

Appendix C - Glossary

The National Planning Policy Framework (NPPF) contains a detailed glossary of planning terms. However, below is a supplementary glossary covering terms which are more locally specific to this Fenland Local Plan.

Amenity	A general term used to describe the tangible and intangible benefits or features associated with a property or location that contribute to its character, comfort, convenience or attractiveness.
Monitoring Report	A document produced by the local planning authority to report on the progress in producing plans and implementing its policies.
Appropriate Assessment	Formal assessment by a Competent Authority of the impacts of a plan or project on the integrity of a Natura 2000 site (such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar sites).
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
Catchment Flood Management Plans (CFMPs)	Produced by the Environment Agency they give an overview of the flood risk across each river catchment. They recommend ways of managing those risks now and over the next 50-100 years.
Community Infrastructure	Facilities available for use by all the community, such as church or village halls, doctor's surgeries and hospitals, even public houses. Community facilities could also include children's playgrounds and sports facilities.
Conservation Area	A formally designated area of special historic or architectural interest whose character must be preserved or enhanced.
Core Strategy	A Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.
Development Plan Document (DPD)	Generic term for a certain type of plan; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.
Environmental Impact Assessment (EIA)	The process by which information will be collected about the environmental impact of a project. This is then taken into account by the local planning authority when determining an application for planning permission.
Examination	A form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an Inspector appointed by the Secretary of State. After the examination has ended the Inspector produces a report with recommendations which, in simple terms, are binding on the Council.
Housing Needs Assessment	An assessment of housing requirements in the area to help establish such things as the size and type of dwellings that are needed, and the need for affordable housing.
Infrastructure	A collective term which relates to all forms of essential services like electricity, water, and road and rail provision.

Joint Strategic Needs Assessment	The means by which Primary Care Trusts and local authorities describe the future health care and wellbeing needs of the local population and to identify the strategic direction of service delivery to meet those needs.
Key Diagram	A diagram (not on an Ordnance Survey base map) to show the general location of key elements of the Local Plan.
Lifetime Homes	Homes which are built to an agreed set of national standards that make housing more functional for everyone including families, disabled people and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed.
Local Planning Authority (LPA)	The local authority which has duties and powers under the planning legislation. For the Fenland area, this is Fenland District Council.
Major Development	<p>Where the phrase ‘major development’ is used in this Local Plan, it means major development as defined by national legislation at the time. At the time of writing this Local Plan, the phrase is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 as follows:</p> <p>“major development” means development involving any one or more of the following—</p> <p>(a) the winning and working of minerals or the use of land for mineral-working deposits;</p> <p>(b) waste development;</p> <p>(c) the provision of dwellinghouses where —</p> <p>(i) the number of dwellinghouses to be provided is 10 or more; or</p> <p>(ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);</p> <p>(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</p> <p>(e) development carried out on a site having an area of 1 hectare or more</p>
Major Infrastructure Planning Unit	A Unit established in the Planning Inspectorate which will fast-track major infrastructure projects like offshore windfarms and nuclear power stations. Ministers will make the final decision on applications considered by the Unit.
Minor Development	Any development which is not major development.
National Planning Policy Framework (NPPF)	Sets out planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
Planning Inspectorate (PINS)	An agency which provides independent adjudication on planning issues.
Planning Obligations and Agreements	Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the

	provision of highways. Sometimes called “Section 106” agreements.
Primary Shopping Area	An area where retailing and the number of shops in a town centre is most concentrated. The extent of this area is defined on the Policies Map.
Primary Shopping Frontages	A Shopping Frontage where a high proportion of retail uses (A1) is located. Defined on the Policies Map.
Policies Map	A map on an Ordnance Survey base map which shows where policies in DPDs apply. It needs to be revised as each different DPD is adopted.
Ramsar	Ramsar sites are nature conservation sites which support internationally important wetland habitats and are listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat.
Regional Spatial Strategy (RSS)	A document published by government, providing statutory planning policies for a region. In the East of England region the RSS was known as the East of England Plan. However, on the 3 January 2013, government revoked the East of England Plan and therefore there is no longer a regional strategy for the East of England and no intention to prepare a new one.
Registered Social Landlord (RSL)	A body which is registered with the Housing Corporation under the 1996 Housing Act. An example includes Roddens Housing Association.
Residential Infilling	Development of a site between existing buildings.
Sequential Approach	An approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.
Statement of Community Involvement(SCI)	An SCI sets out the Council's approach to how and when it will consult with the community in the preparation of planning documents, and making decisions on planning applications.
Supplementary Planning Document (SPD)	SPDs expand on policies or provide further detail to policies contained in a Local Plan. At the time of writing, The Town and Country Planning (Local Planning) (England) Regulations 2012 set out what a SPD can cover.
Sustainability Appraisal (SA)	A formal, systematic process to assess the environmental, economic and social effects of strategies and policies from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.
Sustainable Community Strategy (SCS)	A document which plans for the future of Fenland across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Fenland Strategic Partnership) has responsibility for producing the document which sets out four main priorities that all partners work towards.
Sustainable	Usually referred to as “development which meets the needs of the

Development	present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987). See also the NPPF.
Use Classes Order	A piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.