



# Fenland Infrastructure Delivery Plan

February 2013

# **Fenland Infrastructure Delivery Plan (FIDP)**

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## 1 Introduction

- 1.1 The purpose of the Fenland Infrastructure Delivery Plan (FIDP) is to outline the key infrastructure requirements needed or desired to support the growth in Fenland. This FIDP will help to coordinate infrastructure provision and ensure that funding and delivery timescales are closely aligned to that in the Core Strategy. It is a living document which will be updated regularly to incorporate changes in project progress or the availability of funding.
- 1.2 This document draws heavily on detailed infrastructure plans and strategies from a wide range of Council services and external infrastructure providers to identify what, how and when infrastructure will be delivered. The aim of this IDP is not to include every infrastructure project being planned in Fenland or to provide a list of funding opportunities; its primary role is to set out the main infrastructure projects necessary to help deliver the policies in the Core Strategy. It will therefore not include specific on-site requirements such as roundabouts – these will be agreed through master planning and delivered through particular development schemes.

### Role of this document

The IDP seeks to:

- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
  - Improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
  - Provide initial evidence for the scoping of a Community Infrastructure Levy (CIL);
  - Be a 'live' document that will be used as a tool for guiding and coordinating the delivery of infrastructure;
  - Will not seek to cover site specific items of infrastructure such as new roundabouts to access new development sites etc. These will be picked up through master planning and pre-applications discussions.
- 1.3 This FIDP has two main roles. Its principal role is to support the Core Strategy, satisfying the requirements of the National Planning Policy Framework (NPPF)<sup>1</sup> by identifying key items of infrastructure required to implement the objectives and policies in the Core Strategy.
- 1.4 The NPPF states at paragraph 162 that:

*Local planning authorities should work with other authorities and providers to:*

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*

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<sup>1</sup> <http://communities.gov.uk/publications/planningandbuilding/nppf>

- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*
- 1.5 The second main role is to identify and inform other corporate strategies and decisions relating to investment across Fenland. Through identifying where infrastructure is required the Council and other service providers, developers and communities are able to plan, fund and coordinate with increased certainty for the growth as set out in the Core Strategy. As Fenland is in a two tier area, the Council's role in facilitating and securing the delivery of infrastructure will vary for different projects.
- 1.6 This IDP will also seek to identify funding mechanisms available for infrastructure delivery to inform capital planning and help infrastructure providers apply for funds from elsewhere. Where delivery is uncertain, the Council will be able to work with its partners to implement contingency measures to secure infrastructure to meet the needs of new development.

### **Structure of the FIDP**

- 1.7 There are three main sections to this document:
- Firstly, a narrative exploring the infrastructure needs arising from the growth proposed in the Core Strategy.
  - Secondly, potential funding mechanisms, viability and monitoring arrangements.
  - Thirdly, a schedule of infrastructure projects, including broad phasing and approximate costs.

## 2 What is meant by 'Infrastructure'?

2.1 Infrastructure is a commonly used word, often linked to specific types of infrastructure such as green infrastructure, soft or hard infrastructure, strategic infrastructure and community infrastructure. Looking towards a formal definition, Section 216 of the Planning Act 2008<sup>2</sup> provides a definition of infrastructure including a list of examples which are not intended to be comprehensive.

2.2 This definition therefore includes, but is not restricted to:

- **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;
- **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.

Items excluded from definition –

2.3 **Affordable Housing** – whilst specified in the 2008 Act as an example of 'infrastructure', affordable housing is presently excluded from the definition by the CIL Regulations. For the purposes of this IDP, affordable housing is therefore not considered to be 'infrastructure'. However, its importance in terms of the impact on the viability of development will be fully considered. Other supporting studies and evidence are also available in relation to housing need and affordable housing.

2.4 This report seeks to give a broad overview of the infrastructure required to deliver the planned growth in the Core Strategy and the agencies involved in its

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<sup>2</sup> <http://www.legislation.gov.uk/ukpga/2008/29/section/216>

delivery. Where known it sets out an approximate figure for cost, likely timing, and also looks at potential funding mechanisms. It does not supersede the original source evidence documents; it seeks to pull together the key recommendations and infrastructure requirements.

### **3 Evidence Background**

- 3.1 The primary evidence for this report is the Fenland Neighbourhood Planning Vision (FNPV) work. In 2010, Fenland District Council commissioned consultants Aecom to produce the FNPV to explore growth scenarios to underpin the emerging Core Strategy. Through this comprehensive work two reports have been published. The second of these reports - Stage 2<sup>3</sup> - considered the implementation of growth scenarios with a strong emphasis on engagement with key infrastructure providers.
- 3.2 Other background studies such as Water Cycle Studies and Market Town Transport Studies, some of which have been finalised since the FNPV study was commenced, have also been used to provide the most recent available information. This live FIDP document will be updated as further information becomes available.
- 3.3 Comments related to infrastructure provision that were received through the Core Strategy draft consultations have also been considered to ensure that any issues are identified and fully considered.
- 3.4 Steering meetings and workshops with key infrastructure providers were completed through the production of the FNPV to supplement quantitative data and provide a quality control of the findings. Key infrastructure providers have also been present at steering groups for the production of evidence documents.
- 3.5 Through the combination of the above evidence sources this FIDP has a comprehensive basis for understanding the infrastructure requirements needed to support the proposed level of growth in the district. The key findings are set out in the following section.

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<sup>3</sup> <http://www.fenland.gov.uk/article/1718/Fenland-Neighbourhood-Planning-Vision>



#### **4 Infrastructure Requirements and Constraints**

- 4.1 Through the production of the FNPV a range of growth targets were tested. A baseline figure of 11,000 and a higher figure of 16,000 represented the 'book ends' of growth in the district to 2031. These book ends for growth were tested by identifying broad locations of growth.
- 4.2 The Core Strategy draft version (July 2011) set out a strategy for the delivery of both the 11,000 target with the potential to rise to the 16,000. A later draft Core Strategy (July 2012) revised the Council's preferred approach to focus the strategy on 11,000 new homes, and the Proposed Submission Core Strategy due for consultation in February 2013 retains this target. As such, this FIDP will consider the infrastructure issues associated with this Core Strategy target.
- 4.3 The section below sets out a summary of the key infrastructure requirements by category:

## **PHYSICAL INFRASTRUCTURE**

### **Highways and Transport**

#### **Road Network**

- 4.4 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 for example 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.
- 4.5 The Core Strategy seeks to take a comprehensive and co-ordinated approach to the transport impacts of growth. Policy CS15 promotes a sustainable transport network in Fenland that improves accessibility for everyone by all modes of travel. It provides a framework for the Council to seek transport improvements that will enhance travel choices and link the Market Towns and Rural Villages. It aims to minimise the transport impact of new development, helping to make efficient and effective use of existing road capacity and increase the potential for alternatives to car travel.
- 4.6 Growth in Fenland will be directed through the Core Strategy by urban extensions to the four market towns where there is existing supporting infrastructure, services to facilitate the use of public transport, cycling and walking. Ensuring sustainably designed communities and areas of work will help minimise out-commuting, congestion and as a result the carbon emissions.
- 4.7 Responsibility for transport infrastructure is divided between two main bodies:
- 4.8 The Highway Agency is responsible for managing the motorway and trunk road network across the country. In Fenland, the principal role of the Highway Agency is to ensure that the A47 can operate effectively and safely.
- 4.9 Cambridgeshire County Council is the Highways and Transport Authority for the county with responsibility for all other public highways. It is also responsible for the preparation of the Local Transport Plan (LTP) which includes transport policies and a five year programme of local transport improvements.
- 4.10 Fenland District Council also has some responsibilities through its ownership of public transport infrastructure such as car parks, bus shelters and street lighting.
- 4.11 Evidence gathering including transport modelling has been undertaken to ensure that the impacts of growth on both the strategic and local network have been fully understood.

## Major Road Transport Schemes

- 4.12 For major road schemes initial evidence suggests that in order to mitigate the impacts of the proposed growth in Wisbech, upgrades to the A47 are likely to be required. Initial findings through detailed modelling work suggest that improvements will include A47 junctions at the B198 Lynn Road roundabout and the A47 / Broad End Road junction probably in the form of a new roundabout.
- 4.13 Away from the A47 other major road improvements to enable the full growth of Wisbech to occur are:
- New bridge and link road connecting B198 Cromwell Road and B1169 Leverington Road
  - New road linking Weasenham Lane to Cromwell Road
  - Changes at Freedom Bridge roundabout

This may involve a combination of transport management methods such as the introduction of traffic lights and junction improvements. Further details of specific mitigation projects will be available on completion of the Wisbech Area Transport Study due in 2013.

- 4.14 The emerging March Area Transport Study has also raised issues on the following areas of A141 Hostmoor Avenue, B1101 High Street/Burrowmore Road, B1101 Station Road/B1101 Broad Street, B1099 Dartford Road and the A141/B1099 Wisbech Road junctions. Improvements on these areas will be expected to be considered as part of major development schemes.
- 4.15 In March there is also a long term aspiration to achieve an eastern bypass incorporating an important third crossing of the river. It is acknowledged that such a bypass is not required in order to deliver the Core Strategy growth identified for March, but there is strong local support for the scheme and funding sources to deliver it will be thoroughly investigated on a regular basis.
- 4.16 As acknowledged in the adopted Whittlesey Market Town Transport Study (MTTS)<sup>4</sup> one of the key pieces of infrastructure many local people would like to see for the town is a bypass that also provides access to the industrial area to the south of the town. Initial investigations into possible schemes suggest that even with utilising and upgrading existing roads to the south of the town and linking them together, a scheme would cost upwards of £30 million. The scheme is not required in the short term or to meet the Core Strategy growth targets for Whittlesey. However, there is strong local support for the scheme and funding sources to deliver it will be thoroughly investigated on a regular basis
- 4.17 However, there is perhaps more opportunity to achieve the replacement of the King's Dyke level crossing with a bridge. While such a scheme would still be very expensive (potentially up to £10M) the closure of the crossing would bring about safety and operational / cost benefits for the railway. As stated in the Whittlesey MTTS, opportunities will, and are, being sought to explore the feasibility of this project further.

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[http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/market\\_town/Whittlesey+Market+Town+Transport+Strategy.htm](http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/market_town/Whittlesey+Market+Town+Transport+Strategy.htm)

- 4.18 Chatteris has an adopted MTTTS (2010) which identifies a number of projects, though none of these could be described as “strategic”. Nevertheless there is some support for a southern link between London Road and the A142. The provision of this link is being explored, and may come forward as part of an agreed solution to the delivery of the South Chatteris strategic allocation.

### **Local Improvements to the Highway Network**

- 4.19 Local improvements will be required across the district to manage the impacts of growth. Local improvements to the highway network will need to focus on capacity and accident clusters. While such improvements including traffic signals, junction improvements and traffic calming measures will be required to ensure the network is working efficiently, they are not considered to be of a scale that will prevent growth coming forward in the short – medium term. Local improvements will be delivered on a case by case basis as sites come forward.

### **Rail Based Transport**

- 4.20 Fenland has three railway stations located at March, Whittlesey (the station is named Whittlesea) and the village of Manea. All three stations sit on the route serving three rail services; Birmingham-Stansted, Liverpool-Norwich and Peterborough–Ipswich. Currently only limited services stop at both Whittlesea and Manea. Greater Anglia is the current operator of the stations in Fenland.

- 4.21 The adopted Rail Development Strategy<sup>5</sup> includes a range of rail improvements to help support growth in Fenland. Alongside ongoing efforts to improve the frequency of services at the three stations, the following key items of infrastructure are identified as necessary to help increase passenger numbers in Fenland.

- March – improvements to bus interchange facilities at March Station forecourt
- Whittlesey – improvements to Whittlesea Station forecourt and parking
- Manea – provision of car park near station

- 4.22 A further wider aspiration as set out in the Core Strategy is the potential to reintroduce the March to Wisbech Rail Line, known as the Bramley Line. Feasibility studies are being undertaken to inform the requirements and viability of associated infrastructure that is likely to include a terminus with associated access, building and car park in/near town (Wisbech) and upgrade to terminus (March). The scheme is not a prerequisite to growth, but may bring additional benefits.

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<sup>5</sup> <http://www.fenland.gov.uk/article/3489/Fenland-Rail-Development-Strategy-Consultation>

## **Cycling and Walking Improvements**

- 4.23 Fenland's flat topography means that cycling and walking offers great potential to reduce car based travel, and if taken up widely, to help reduce congestion and carbon emissions while improving well-being and health. There is already a strong culture of cycling in and around Cambridge for journeys to work which can be encouraged in Fenland.
- 4.24 Improvements to sustainable transport choices such as cycling and walking will continue to be supported where appropriate with improvements and extensions to national, regional and local networks, particularly to link strategic locations of growth. Improving connectivity across the district, to/from home, shops, schools and areas of employment is important to increase sustainable travel. The adopted and emerging Market Town Transport Strategies include a large number of measures to boost cycling and walking.

## **Car Parking**

- 4.25 A range of short and long stay car parks can be found in the four market towns in Fenland most of which are Council owned<sup>6</sup>. The Council currently does not charge for car parking. The usage of car parks will be monitored to ensure that sufficient provision is in place to support growth.
- 4.26 Parking provision for business and other non residential developments should be linked to the co-ordinated proposals for public transport, sustainable transport choices and accessibility improvements to reflect local circumstances. The Council's proposed parking standards are set out in the appendices of the Core Strategy document.

## **Public Transport and Buses**

- 4.27 Services can change depending on market demand. It will be expected through Policy CS15 that major developments complete a travel plan to ensure that new developments are adequately served by public transport. The market town transport strategies for each town suggest that some enhancements could be made to improve the use of public transport, but growth is not reliant on these coming forward.

## **Market Town Transport Strategies (MTTS)**

- 4.28 The Council is working towards having an adopted Market Town Transport Strategy (MTTS) for each of the four market towns in Fenland. Each MTTS includes a programme of improvements including walking, cycling, public and community transport. An action plan with a list of schemes to be delivered is included in each MTTS which can be found on Cambridgeshire County Council website at [www.cambridgeshire.gov.uk](http://www.cambridgeshire.gov.uk).
- 4.29 The status of each Market Town Transport Strategy in January 2013 is as follows:
- Chatteris MTTS – Adopted June 2010
  - March MTTS – To be adopted in Spring 2013. Public and Stakeholder Consultation on a draft strategy is expected in February & March 2013

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<sup>6</sup> <http://www.fenland.gov.uk/article/2933/Car-Parking>

- Wisbech MTTS – To be adopted in Summer/Autumn 2013. Awaiting the outcomes of the Wisbech Area Transport Study following which the Public and Stakeholder consultation will be taken forward
- Whittlesey MTTS – Adopted October 2012.

## Utilities

### Utilities Infrastructure

- 4.30 The adequate provision of utilities infrastructure is essential for ensuring that all homes and businesses have a good supply of clean water, energy and access to the highest rates of communication technology. Services are provided by a range of public and private organisations.

### Water Supply

- 4.31 Fenland's water supply and the majority of its waste water treatment are supplied by Anglian Water Service (AWS) through a network of pipes, sewers, waste water treatment works and pumping stations. Some rural areas have their own private waste water disposal arrangements.
- 4.32 All water companies operate within a five year Asset Management Plan (AMP) period. The current plan covers 2010-2015 and is used to determine the level that can be charged to customers which is then used to fund investment programmes. These AMP's are regulated by OFWAT (The Water Services Regulation Authority).
- 4.33 Fenland is located within the driest part of the UK and many of the key sources of water (rivers and aquifers) in Fenland are considered to be at their limits of abstraction before ecosystems reliant on them would be adversely affected; further abstraction and transfer in the future to support growth is therefore unlikely to be available. It is also predicted that climate change will further reduce available water resources<sup>7</sup>.
- 4.34 The Stage 1 Outline WCS concluded that there are adequate demand control measures proposed and sufficient capacities in current water resource options managed by AWS within Fenland to cater for the demand for water created by growth. There is therefore currently no requirement for significant items of infrastructure for water supply to support the growth as proposed in Fenland.
- 4.35 Opportunities will be sought to work towards water neutrality in the district as outlined in the Stage 2a Water Cycle Study and set out in policy through Core Strategy Policy 'CS14 – Responding to Climate Change and Managing the risk of flooding in Fenland'. This will involve introducing a wide range of measures to reduce and reuse water both on an individual house and community scale. Further guidance on such measures can be found in the water cycle study<sup>8</sup>.

### Waste Water

#### a) Waste Water Treatment Works (WWTWs)

- 4.36 The Stage 2a Water Cycle Study identifies that improvements at the March, West Walton, Whittlesey and Doddington WWTWs will be required in order to accommodate the growth and to ensure that the increased wastewater flow discharged does not impact on the current quality of the receiving watercourses, their associated ecological sites, and also to ensure that the

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<sup>7</sup><http://www.fenland.gov.uk/CHttpHandler.ashx?id=5878&amp;p=0>

<sup>8</sup> Ibid.

watercourses can still meet with legislative requirements (as regulated by the Environment Agency).

- 4.37 The Stage 2a Water Cycle Study concluded that to accommodate the proposed growth in the district upgrades to four WWTWs will be required: West Walton (serving Wisbech), Doddington, Whittlesey and March.
- 4.38 The Stage 2a Water Cycle Study evidence concludes that for both West Walton and Doddington, improvements to the treatment works can be completed subject to approval through the service provider's asset management programme. In these locations phasing requirements may be required if high rates of growth are experienced before improvements are online. Developers will need to contact AWS early in the development of their proposals for up to date information on capacity in these areas. For Doddington, wording has been included to highlight this in Policy CS3 of the Core Strategy.
- 4.39 Whittlesey and March both have additional complications that will need to be resolved before upgrades can be agreed.
- 4.40 Whittlesey WWTW is currently considered to be operating 'at capacity' and will not be able to treat additional flows until upgrades are in place. These upgrades are limited by the capacity in the receiving water course that is managed by the Middle Level Commissioners. Ongoing discussions are taking place between AWS and the MLC to establish a solution to this issue. Until an agreement has been reached, which is considered highly likely to be achieved, phasing of development in Whittlesey is likely to be required.
- 4.41 There is currently uncertainty regarding the discharge consent for March. The Water Cycle Study concluded that, based on the information that is currently available, upgrades to the WWTW in March are likely to need to go beyond Anglian Water's conventionally applied technology in order to meet the current consent limit. However, ongoing discussions between AWS and the Environment Agency are being undertaken to establish further options. Any solution is likely to be in place post 2015, which may lead to the requirement for limited phasing – dependent on the rate of growth.
- 4.42 Additional WWTW infrastructure will be required in the plan period for the growth towns of Whittlesey, March and Wisbech. Ongoing discussions with the Water Service Provider, Environment Agency and Middle Level Commissioners alongside the implementation of Policy CS13 will ensure timely delivery of this supporting infrastructure. See the Stage 2a Water Cycle Study for further information.

#### **b) Foul Sewerage Network**

- 4.43 Anglian Water is responsible for the foul sewerage network in the main towns but there are a number of locally managed sewer and waste treatment facilities in the rural areas. The foul sewerage network comprises the pipes, pumping stations etc that takes foul water from dwellings and businesses to the WWTW. Many of these pipes have been in place for many years and will therefore need upgrading to cope with additional flows resulting from growth. Failure to provide adequate capacity in the sewerage network will increase the risk of foul water flooding and pollution events.



- 4.44 The Stage 2a Water Cycle Study highlights that significant improvements are required to the sewerage network in all four of the Market Towns in Fenland:
- Wisbech - All proposed growth areas will require improvements to the sewerage network whilst locations to the south and west of the town are likely to require new mains.
  - March – locations to the south and west are likely to require new mains.
  - Chatteris – locations to the south of the town are likely to require new mains.
  - Whittlesey – locations to the east of the town are likely to require new mains.
- 4.45 The strategic approach to growth allows larger network improvements such as new mains to be included in master planning of the site from an early stage. There are also opportunities to increase the capacity of the existing network through, for example, removing surface water from combined sewers.
- 4.46 Such network improvements will become necessary as development comes forward and will largely be funded by the developer in negotiations with AWS. Network improvements will not therefore present a constraint to growth, but may require phasing of specific sites.

### **Electricity**

- 4.47 Electricity in the district is distributed by UK Power Networks (formerly EDF Energy Networks). Two power stations are located just beyond the Fenland District Boundary in Kings Lynn and Peterborough, but the district is supplied from the Walpole Grid, to the north of Wisbech.
- 4.48 UK Power Networks has advised that the most significant issues regarding electricity infrastructure are for March and Wisbech. Each is likely to require upgrades to the primary substations.
- 4.49 Upgrades to the Chatteris substation and existing 33kV network will be required in the medium to long term. Whittlesey has no requirement for upgrades against the proposed growth scenario.
- 4.50 Re-enforcement of the 11kV and 400V networks may also be required but these will be assessed against specific development proposals and in negotiation with developers.
- 4.51 The UK Power Networks' business plan recognises the upgrades required to March and Wisbech by 2020, but new developments may still be required to contribute to the cost of these upgrades. If the growth results from a number of smaller developments the cost of provision would normally be met by UK Power Networks. If, however, the increase in demand is due to a single large development, any upgrades are likely to be partially funded by the developer.

### **Gas**

- 4.52 Information provided by National Grid highlights that there could be pressure on the current gas distribution and transmission systems. There could be some supply constraints on the Low Pressure and Medium Pressure systems throughout the district which would require upgrading to accommodate the growth proposals. Further details will be available as part of specific

development proposals. Regular Liaison between the Council and National Grid will therefore be important to establishing whether any upgrades will present a constraint to a specific site or location.

### **Broadband**

- 4.53 Broadband is becoming an essential part of life for communities, public services and businesses, which increasingly depend on quick, reliable access to the Internet. Also, broadband speeds are increasingly becoming a more important factor when purchasing residential property.
- 4.54 Apart from the large conurbations of Cambridge and Peterborough, the Cambridgeshire area is mostly a rural county meaning that a large number of settlements within the hinterlands of these cities are dispersed and often have a poor legacy of road, rail and first generation broadband infrastructure and therefore access to services and information. This is particularly prevalent in Fenland where the majority of businesses and households in areas with poor Internet speeds are those in our small towns and rural communities.
- 4.55 Aligning with the broadband delivery plan developed by a county-wide project team 'Connecting Cambridgeshire' will build the foundations from which Fenland's economy will grow, develop and prosper, where businesses can communicate and exchange information more easily with suppliers and customers, create better and more efficient public service delivery and fundamentally deliver the capability for greater community interaction.

### **Flood Risk Management Provision**

- 4.56 The Environment Agency (EA) has responsibility for the flood risk management of main rivers in England and Wales including the provision, improvement and maintenance of flood defences along maintained river channels, raised embankments, floodwalls and culverts. The largest rivers running through the area are the River Nene and Great Ouse/Bedford River.
- 4.57 The topography of the district is flat and low lying, with large areas of the landscape dominated by drainage channels managed by Internal Drainage Boards (IDBs). These channels are crucial to maintain the system of agriculture and to prevent flooding to existing developments. Outside of the IDB areas Cambridgeshire County Council as the Local Lead Flood Authority (LLFA) is responsible in the main for the coordination of flood risk management of ordinary water courses.
- 4.58 Fenland District has significant areas which lie within the fluvial and/or tidal flood zone, with the market towns of Wisbech, March, Whittlesey and Chatteris being located on 'islands' of higher ground above the fens. The district is mostly pumped drained, and is reliant on flood defences to minimise flood risk to the existing development and agricultural land. Due to the historical drainage of the area, the majority of the land now lies below the higher level arterial drainage channels, creating a significant residual risk if these defences were to be breached or overtopped.
- 4.59 The River Nene and Great Ouse Catchment Flood Management Plans (CFMPs)<sup>9</sup> are high level strategic plans that identify future flood risk

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<sup>9</sup> <http://www.environment-agency.gov.uk/cy/ymchwil/cynllunio/114303.aspx>

management policies. Through an appraisal process 'Policy Option 4' has been selected in both plans for The Fens. Policy Option 4 is defined as "*take further action to sustain the current scale of flood risk into the future, for example local actions – improve existing flood defences to make sure the current standard of protection is maintained*"<sup>10</sup>.

- 4.60 Flood defence improvements and floodwall reconstruction in Wisbech have recently been completed and will contribute towards the ongoing flood protection of the town up to a 1 in 200 year event level of protection. Developments to the west of the town will need to provide strategic landscaping and flood risk mitigation to ensure that land uses vulnerable to flood risk are protected.
- 4.61 On site Flood Risk Management Measures possibly included as part of green infrastructure provision and Sustainable Drainage Systems (SUDs) may also be required in other locations as appropriate, and should form part of the master plan for development schemes.

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<sup>10</sup> *ibid.*

## **SOCIAL AND COMMUNITY INFRASTRUCTURE**

### **Context**

4.62 Fenland's social and community infrastructure provides a range of essential services that help to ensure development of balanced sustainable communities.

### **Health Care Provision**

4.63 Health care provision is currently funded and coordinated by the local Primary Care Trust (PCT) – NHS Cambridgeshire. Under current Government proposals the PCTs are due to be abolished by 2013 and commissioning responsibilities taken over by the NHS Commissioning Board and Clinical Commissioning Groups (CCGs). Overall the commissioning of health care will be clinically led. The responsibility for the health of the population will rest with the new Health and Well-being Board which will be part of Cambridgeshire County Council and have District Council membership. The new Board will be responsible for developing a Health Strategy for Cambridgeshire.

4.64 The infrastructure can be delivered in a number of different ways and the Council acknowledges that it will need to work closely with each of the new commissioning organisations, the Health and Well Being Board and key health providers to develop and implement an infrastructure strategy that is cost effective, has the flexibility of service provision, and is deliverable. Developer contributions will be an essential part of this strategy.

4.65 Given the shift in provision of NHS care towards a more personalised, easy to access and community based approach, the housing growth within Fenland is not expected to generate the need for any additional bed space within the County's hospitals. Whilst capital costs are likely to therefore be minimal, there will be revenue costs for acute care and care homes. In addition to this, there will need to be the expansion and development of new GP surgeries, dentists and pharmacies. These will be required in line with population growth and are predominantly to be delivered as part of master planning of strategic urban extensions.

### **Education Provision**

4.66 The Core Strategy needs to ensure that new development within the District is supported by adequate social infrastructure including a range of educational facilities to meet the needs of all its population. Policy CS3 focuses development on the main market towns where the capacity of existing supporting education facilities is greatest.

4.67 The statutory education services within Fenland are provided by Cambridgeshire County Council, whose responsibilities include –

- Making sure that the number, size and age range of schools in the county are appropriate to meet the changing needs of Cambridgeshire's communities.
- Monitoring the quality of education in the county.
- Implement strategies to support the continued improvement in educational standards across the county and when to intervene to address weaknesses in individual schools or areas of the curriculum.

- Working with other partner organisations to develop community strategies, coordinate 'out-of-school' and early years provision and contribute to the well-being of children and young people in the County.

### **Fenland Building Schools for the Future (BSF)**

- 4.68 Despite the Government announcement to review the overall approach to capital expenditure on the nation's schools, the BSF projects in Fenland are set to proceed. Phase 1 includes improvements to Thomas Clarkson Academy and Neale Wade Community College. Cromwell Community College, Sir Harry Smith Community College, Meadowgate School, and Fenland Junction Pupil Referral Unit (PRU) are due to benefit from Phase 2.

### **Early Years and Childcare**

- 4.69 All new primary schools will need to include provision for early years and childcare in addition to services for children and families.

### **Primary Schools**

- 4.70 According to the pupil forecasts undertaken by the County Council there is currently no existing spare capacity in Wisbech and March for Primary Schools. In Chatteris there is currently a balance between demand and the number of places. In Whittlesey there are surplus places for the current level of growth that is proposed. Additional primary school provision will therefore be required as part of growth proposals. It is expected that primary school provision will be delivered through the master planning of strategic growth proposals.

### **Secondary Schools**

- 4.71 The greatest pupil pressures will be from housing growth, but also from the existing larger primary school cohorts ageing through, which are predominantly in the Wisbech / March area. Housing growth in March will mean that Neale Wade Community College will fill from within its own catchment area. This will restrict the current pattern of parental preference under which a number of parents in Wisbech choose to send their children to Neale Wade. This trend, coupled with higher rates of house building in Wisbech, suggests that new secondary school provision should be made in Wisbech to ensure that the County Council can meet the overall demand for secondary school places arising from growth this is likely to require a site of around 8ha. This will also include demand from new developments adjacent to Wisbech but located within the Norfolk County Council area.

### **Higher Education**

- 4.72 There is no higher education facility within the district although the College of West Anglia (COWA) is the main education provider for 16-19 year olds in an area that includes Fenland, King's Lynn and West Norfolk, and Breckland districts. In Fenland this is supplemented by the existing and expanding post-16 offer in the community colleges. COWA also offers a number of degree courses at campuses located outside the district. COWA brings approximately £30 million of central government funding into the region for training annually.

Ofsted judge the College to be “Outstanding” and overall FE and Train to Gain success rates are in excess of 80% and over 70% for apprenticeships.<sup>11</sup>

- 4.73 The COWA buildings on the Isle Campus in Wisbech are recognised to be in extremely poor condition. It had previously been intended that COWA would relocate the Wisbech campus to a site near March. However, despite the project being well advanced it had to be cancelled as a result of the withdrawal of previously approved capital funding from the Learning and Skills Council. This has left the College with a building stock that is in a poor condition and increasingly costly to maintain. This is not sustainable in the long term. Without improvement the College would have to consider the rationalisation of its estate.
- 4.74 In addition to the £6.5 million investment from Cambridge County Council to develop an office facility within Wisbech, a further £5 million was granted as a contribution to the construction of an engineering block on the Wisbech site, replacing the existing block (Block H) that fronts Ramnoth Road. This is being combined with £1.5 million investment from Fenland District Council and additional funding from COWA. The proposed investment in the engineering block would provide considerable benefit to the local community, alleviate some of the pressures facing COWA, and demonstrates COWA’s long term investment in Wisbech.
- 4.75 In terms of additional impact of growth, based on the levels of housing growth shown in this report, and the consequent changes in population, there is negligible demand for additional further and higher education facilities across Fenland. This does not imply that there is no need for the continued improvement and expansion of the FE offer, but that in terms of growth this does not create significant additional demand.

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<sup>11</sup> <http://www.ofsted.gov.uk/inspection-reports/find-inspection-report/provider/ELS/130763>

### **Community Facilities**

- 4.76 Community facilities create opportunities for community interaction and help build a sense of place. They can inspire learning, support skills and personal development as well as promote health and mental well being.
- 4.77 Library services in the district are provided by Cambridgeshire County Council and include a mobile library service for the villages. Leisure facilities are provided in the main by Fenland District Council. Community space can be the responsibility of a range of providers including the county, district, town and parish councils.
- 4.78 Across the four market towns there is a need for community space. Wisbech and March require an additional community library, and both March and Whittlesey require additional sports courts but these could be delivered through existing facilities.
- 4.79 In rural locations growth will be supported by the expansion of the mobile library service.

### **Cultural and Heritage Attractions**

- 4.80 Fenland benefits from having a range of cultural and heritage attractions such as the North Brink, Crescent and Peckover House in Wisbech. The distinctive Fen landscape also increasingly attracts visitors to the area. However, a growth in tourism and culture will require a sufficient mix of quality hotels to cater for a range of budgets and provide a choice of tourist accommodation.
- 4.81 Policy CS16 ensures that the district's heritage and cultural assets are protected and enhanced over the plan period but further opportunities will be sought to improve the cultural and heritage offer in the district.

### **Emergency Services**

- 4.82 There is no capital requirements for ambulance or fire provision associated with the growth target. However, while the scale of growth does not trigger new capital requirements, it is possible that the distribution of growth may require these services to reorganise their operations within the district to ensure that statutory response times are met. This may involve exploring opportunities for co-location with other facilities, such as doctor's surgeries, where appropriate.

## **Open Space and Green Infrastructure**

- 4.83 Green Infrastructure is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities, villages, towns and cities of Cambridgeshire with each other and to the surrounding landscape.
- 4.84 The Cambridgeshire Green Infrastructure Strategy<sup>12</sup> was completed in 2011 and was designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county in order to provide social, environmental and economic benefits now and in the future.
- 4.85 Parts of the district have relatively limited access to Green Infrastructure. Quality varies and the type of provision does not always match community needs. Through using the Council's current adopted Open Space standards the FNPV considered how much additional open space would be required to support growth. This provision will be sought through the master planning of the strategic sites and the on site, or contribution towards provision for smaller sites.
- 4.86 As identified in the Green Infrastructure Strategy, there is an aspiration for a country park in Fenland. This would help meet the requirements for a strategic area of open space in the district. Opportunities will therefore be sought to deliver an area of strategic open space in the district, with the most likely location at March.

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<sup>12</sup> [http://www.cambridgeshirehorizons.co.uk/our\\_challenge/GIS.aspx](http://www.cambridgeshirehorizons.co.uk/our_challenge/GIS.aspx)



## **5 Potential Funding and Delivery Options**

- 5.1 The identification of infrastructure requirements is only the beginning of the process. The challenge is to ensure that there is a reasonable prospect of infrastructure actually being delivered. A key part of this is identifying potential funding sources.
- 5.2 Stage 3 of the FNPV set out a number of funding and delivery options for infrastructure. The FNPV recognised the challenging economic climate and acknowledged that development investment finance will be limited in the short to medium term. As a result, the development of off-site infrastructure needs to be considered in terms of a wider and more innovative set of funding mechanisms. These mechanisms will not be restricted to Fenland District Council alone. Fenland will need to work closely with partners and agencies to explore options for the funding of infrastructure.
- 5.3 The Council is proposing to introduce a Community Infrastructure Levy (CIL) alongside the Core Strategy. The CIL will make a part-contribution to infrastructure provision, but a funding gap is still likely to exist.
- 5.4 There are a number of realistic options which will be relevant to the Council in helping to bridge the funding gap. These cover three broad areas:
  - 1) Cash and Funds – funding from sources of ‘investment capital’, including grant funding and commercial finance, potentially delivered through a joint venture mechanism;
  - 2) Assets – funding sources that arise from capturing an increase in land value; and,
  - 3) Fiscal – funding that comes from the application of development taxes / levies or from main stream fiscal tools (for example business rates).

The details of these are set out briefly below:

### **1. Cash and Funds**

#### **Prudential Borrowing (Public Works Loan Board or ‘PWLB’)**

- 5.5 This is the main direct funding source for local authorities for infrastructure associated with development and is generally perceived as a relatively cheap form of financing.
- 5.6 It is also an efficient option to implement as the obligations fall predominately on the local authority to ensure it has properly assessed affordability. As such the Council recognises it as a good opportunity for further consideration depending on corporate priorities.
- 5.7 The Council currently has some loans with the PWLB. In these instances funds have been set aside to repay the loans, thereby removing the annual revenue cost of servicing the debt. The Council is keenly aware that the key issue will be whether the debt costs can be covered but, subject to modelling on implications and affordability on a case by case basis, PWLB may be a potential funding option for both Fenland District Council and Cambridgeshire County Council.

### **New Homes Bonus (NHB)**

- 5.8 This Government scheme matches council tax with central government funds for every new home built (or brought back into use) for six years in a local authority's area.<sup>13</sup>
- 5.9 The scheme commenced in financial year 2011-12, and redistributes a portion of Formula Grant on the basis of housing delivery. As a result there will be no additional long term cost implications for central government.
- 5.10 The Council has confirmed an income of £860k to be received in 2013-14 (3 years cumulative from 2011-12). Further increases have been estimated at £250k from 2014-15 and £350K in 2016-17.
- 5.11 As it has come out of Formula Grant the Council has used the current government allocations of NHB as part of funding for its budget, and is likely to rely on some of this for existing services in the future. Nonetheless there could be an opportunity to use some of the funds for infrastructure provision.

### **Cambridgeshire Horizons Rolling and Flexible Funds**

- 5.12 Cambridgeshire Horizons has invested £20.5 million of growth fund money in the Cambridge Southern Fringe developments, which is expected to be returned for re-use.
- 5.13 This comprises £8 million of Rolling Fund invested in the Addenbrookes Access Road, and £12.5 million of Flexible Fund (consisting of £4.5 million capital loaned to Trumpington Meadows Land Company and £8 million as an equity investment in Clay Farm) to be used to secure enabling infrastructure.
- 5.14 It is expected that the invested and loaned funds will begin to be returned to the Cambridgeshire Horizons partnership (comprising all districts within Cambridgeshire) around 2017, although they may not be available for reinvestment in their entirety until around 2024. The partnership has agreed that income from these investments will be used in future for its original purpose: - to support housing growth and infrastructure provision throughout Cambridgeshire, including in Fenland. This could therefore be a source of future funding for the infrastructure required as part of its growth agenda.
- 5.15 Since September 2011, Cambridgeshire Horizons have been disbanded. Finance arrangements are now transferred to Cambridgeshire County Council.

### **Regional Growth Fund (RGF)**

- 5.16 This is a £1.4bn discretionary fund set up by the Government to stimulate projects that create long term employment opportunities and growth in the economy. The fund is being 'awarded' in three rounds, the first of which closed in January 2011.
- 5.17 The Council is aware that to secure monies from the RGF a case would have to be made that is strongly linked to job creation and inward investment, on the

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<sup>13</sup> <http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/>

basis it is the catalytic infrastructure that would allow new businesses to develop or existing businesses to expand in the district.

- 5.18 The RGF is being driven by the Local Enterprise Partnership (LEP), and the Council is working closely with the delivery body in order to be successful in this area. In addition other funding may arise through the LEP which the Council may be able to secure for the district.

## **2. Assets**

- 5.19 The Council acknowledges that the increase in land value has been a mainstay of infrastructure development financing over the last ten years. By utilising a range of tools, such as development agreements, Local Asset Backed Vehicles (LABV) or other joint ventures, local authorities have been able to secure large amounts of infrastructure from the improvements to land values. The Council considers that combined with the careful use of planning consents (and Section 106 Agreements) this could be a realistic option to contribute towards the necessary infrastructure.

- 5.20 Together with other public sector bodies the Council has recently created the Making Assets Count (MAC) Partnership in the wider Cambridgeshire area. There is currently £41.85 million worth of non-operational property available which is surplus to requirement and held for disposal. The Council will continue to work through the MAC to exploit the potential of the asset base in the area. A part of the funds raised will be used to finance infrastructure where appropriate, whilst also allowing for corporate priorities at the time.

## **3. Fiscal**

### **Community Infrastructure Levy (CIL)**

- 5.21 The Community Infrastructure Levy (CIL) was introduced in the Planning Act 2008 and came into force on the 6th April 2010 through the CIL Regulations 2010, effective from April 2011.

- 5.22 The introduction of CIL was in response to long standing concerns about the use of S106 obligations:- they were not transparent, were ineffective in providing for major infrastructure and the needs arising from cumulative impact of developments, had a disproportionate effect on major developments, and most development did not pay. The set scale of charges and the legal obligation to pay the CIL are intended to bring much greater certainty and capture income from a much broader range of developments.

- 5.23 The levy is a means of securing funding for infrastructure through the planning process. The levy gives CIL charging authorities the option of introducing a charge on new buildings in their area, and to spend the funds raised on infrastructure to support new development. The potential income stream from CIL is likely to be significant and regular, and therefore of high value to the district.

- 5.24 CIL will secure a funding stream for infrastructure and therefore is viewed by the Council as being complementary to the other sources of funding such as its own capital programmes, service providers investment programmes, and

government grant, which will continue to provide for the bulk of infrastructure spending.

- 5.25 However, CIL together with other initiatives such as the New Homes Bonus and provision through S106 (albeit scaled back) as well as S278 for transport works will provide a substantial resource for locally determined priorities. CIL will therefore provide a mechanism for 'topping up' funding to allow a wider delivery of projects than would otherwise be not be possible.
- 5.26 CIL differs in two important respects from S106 obligations. First of all it extends the liability to a much wider spread of types of development than is the case with S106, so picking up payments based on the incremental, cumulative effect of development on infrastructure needs.
- 5.27 Secondly, it breaks the link (which is fundamental to S106) between the development and delivery of the obligation. Whereas with S106 obligations there is a legal requirement that any payment, whether in cash or kind should be directly related to the development generating it, with CIL the payment goes into an accumulated fund to finance infrastructure projects as determined by the authority.
- 5.28 In addition once CIL is in place there is a legal liability on the developer or owner (with minor exceptions) to pay the charge and the level of charge payable is not negotiable. This is significantly different to S106 payments in that there is an absolute liability to pay, and that the CIL charge takes primacy over other development costs (such as on-site S106 including affordable housing, or S278 requirements) which will impact on viability considerations.
- 5.29 The FNPV Study highlights that the residential market in Fenland is one of the poorest in terms of value when compared to the wider Cambridgeshire area. This will have the net effect of reducing the possible CIL charge.
- 5.30 In terms of commercial developments, the Council acknowledges that at present these are likely to be less viable than residential in terms of CIL payments, and it may be that only the lower rates of the levy will be affordable to prospective commercial developers.
- 5.31 Nonetheless the Council does recognise that a viable CIL may be a key tool for providing income for new infrastructure.

### **Section 106 Obligations (S106)**

- 5.32 Regulations introduced by the Government in April 2010 make it clear that S106 obligations should only be used for:
- regulating development
  - On-site mitigation
  - Affordable housing
  - securing benefits from non-CIL developments
- Specifically S106 obligations should **not** be used for:
- General contributions to infrastructure funding
- 5.33 These regulations mean that, by law, following the introduction of CIL, planning authorities will no longer be able to require a planning obligation unless it is:
- (a) Necessary to make the development acceptable in planning terms;

- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

- 5.34 As noted above the CIL provides a new method of recouping capital for infrastructure from new development. However, S106 will still be available to be used but on a much tighter basis than in previous years. The effect of CIL will limit the S106 charges that can be set against a specific scheme.
- 5.35 To avoid “double charging” it will not be lawful for any item of infrastructure proposed to be delivered by CIL, to also be the basis of a S106 charge against a specific scheme. For example if CIL is proposed to be used for the delivery of a new junction and link road then it will not be possible for any capital to be raised towards it by a S106 charge.
- 5.36 Nonetheless the Council recognises the part S106 obligations will play in making a development acceptable in planning terms and is aware that it needs to be explicit about how the separate phases and costs of infrastructure might be funded. In so doing it accepts that it could be possible for S106 to pay for specified sections of the infrastructure, with CIL being put towards the remainder.

#### **Section 278 Agreements (S278)**

- 5.37 A Section 278 Agreement is an agreement made between a developer and a Highway Authority (Cambridgeshire County Council in Fenland) to enable works to be carried out on the public highway to facilitate development. This normally happens through the planning application process, (although is a separate matter from that process), and enables the necessary infrastructure to the public highway to make that development acceptable in highway terms. The works are normally funded by the developer and S278 Agreements will continue to be an important way of ensuring that the appropriate highway infrastructure is provided as part of the development.

#### **Tax Incremental Financing (TIF)**

- 5.38 TIF is a method to use potential future gains in taxes to finance current improvements which theoretically will create the conditions for those future tax gains. When a development or public project is carried out there is often an increase in the value of surrounding land and buildings, including for example investment in new or rehabilitated buildings.
- 5.39 This increased site value and investment can generate increased tax revenues, which are known as the "tax increment." TIF dedicates tax increments within a certain defined area to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development might not otherwise occur. As a result TIF creates funding for "public" projects that may otherwise be unaffordable to localities, by borrowing against future property tax revenues.
- 5.40 Additional benefits of the TIF mechanism include:
- Infrastructure can be delivered with minimal burden on the public purse;
  - Developers and local authorities are encouraged to work together;
  - Private investors who provide funds for the initial funding of the TIF can potentially enjoy special tax status

5.41 TIF schemes are now part of the Local Government funding regime. There are several in development and it is widely used in the United States. It may be that Fenland is not large enough to make a TIF scheme work, but as this is an emerging form of infrastructure funding the Council will be carefully reviewing its possible use on a regular basis.

### **Summary**

5.42 It is clear that although there has been a general decline in the availability of funding for infrastructure projects, opportunities and innovative approaches to delivery do exist. Where infrastructure constraints have been identified and delivery is uncertain, Fenland District Council will work closely with partners to investigate alternative funding arrangements to delivery.

## **6 Monitoring**

- 6.1 The Council intends to monitor the provision of infrastructure on a regular basis and publish the results on an annual basis, initially through its first Authorities Monitoring Report (AMR) following the adoption of the Core Strategy. This will set out at what stage the infrastructure required to serve the development has been provided, including the known or estimated cost, the main delivery organisation, and the timescale for its implementation. The details will be made publicly available on the Council's website.
- 6.2 Where identified changes to the type or cost of required infrastructure required are highlighted these will be included in the annual report.

## **7 Report Summary and Recommendations**

- 7.1 This report has identified the known infrastructure required to provide for the planned growth through to 2031. These are the best estimates based on known requirements at the time of the report's preparation. Inevitably though there may be changes due to unforeseen circumstances which may mean that less or additional provision is required, but these will only become apparent in time. Monitoring will ensure that these changes are considered and planned for.
- 7.2 The report provides a sound basis for assessing the likely infrastructure required to enable the Core Strategy to be delivered during the plan period. Where infrastructure constraints are required, suitable and deliverable options that have been agreed between partners for overcoming the constraint have been identified. Policy CS13 also provides a policy basis for refusing permission for developments that can not demonstrate that infrastructure requirements have been met.

## 8 Infrastructure Delivery Schedule

- 8.1 The Infrastructure Delivery Schedule is a key component of the FIDP. The schedule sets out further detail on the delivery of key items of planned and proposed infrastructure that are considered to be important to the delivery of the Core Strategy.
- 8.2 The schedule set out the details of the planned and proposed infrastructure projects for the Core Strategy Plan period 2011-2031. The schedule helps to clarify what each policy and infrastructure project is aiming to achieve and its relationship to the Core Strategy. It sets out the potential delivery mechanisms and the lead agencies that would be involved in implementation. The schedule also sets out an overview of the risks and associated contingency for each project. Where known, information is also supplied on the delivery timetable and potential sources of funding.
- 8.3 Guidance is clear that infrastructure planning should be proportionate and realistic to the level of infrastructure that is needed to deliver the Core Strategy. Whilst it may be ideal to secure the delivery of all infrastructure items, it will be necessary to take a balanced, pragmatic approach to reflect development viability, availability of funding sources and service priorities at that time. Consideration has therefore been given to which elements of infrastructure are considered to be critical to the delivery of the Core Strategy.

### Explanatory Table:

<b>Status</b>	Overview of the current position e.g. underway, project timing under investigation, planning permission approved
<b>Costs</b>	Estimated costs have been taken from infrastructure provider's plans. When an estimate cannot be made the table states 'unknown'
<b>Delivery requirements</b>	Expect delivery timeframe and any phasing that may be required: short term 2011-2016, medium term 2016-2020 and long term 2020 -2031. If 'on-going' is stated the project will be delivered through the plan period.
<b>Risk</b>	Risk of the project not proceeding is ranked by low, medium or high -High: there is no clear mechanism at present to secure funding. Planning or other consents may be required to secure delivery. The likelihood of these permissions being granted is uncertain -Medium –there is a clear mechanism identified to secure funding. Planning/and or other permission may be required to secure delivery. There is a strong likelihood that permissions will be granted -Low – costs are unknown and funding is secured or a robust mechanism identified to secure funding. No other planning or consents are required, and/or there is a statutory duty to provide the required infrastructure In step with development,
<b>Importance</b>	Categorises each infrastructure project, to reflect the level of risk it poses to the delivery of the Core Strategy - Critical: - without which the policies will not be delivered - Necessary: – necessary to support new development identified in the policies, but the precise timing and phasing is less critical and development can commence ahead of its provision - Aspirational: - the delivery of the identified infrastructure is aspirational in order to build sustainable communities. Delivery, timing and phasing are not critical over the plan period.



## Summary of Requirements and Phasing of Development (Jan 2013)

Infrastructure  
Delivery  
Schedule

	Location	Source	Description	CS Policy Link	Lead Delivery Organisation	Source of funding	Total Cost	Delivery Requirement			Risks			Dependencies
								Short	Medium	Long	Risk of not proceeding	Importance to CS	Contingency	
Physical Infrastructure														
Transport Infrastructure														
Strategic Highway Improvements														
Whittlesey Bypass	Whittlesey	Whittlesey MTTs	Bypass of the A605 to the south of the town	Aspirational	Camb Highways	Developer funded	£30m (approx)			Long	High - feasibility work to be undertaken	Aspirational	None	None
Kings Dyke Crossing	Whittlesey	Whittlesey MTTs	New road bridge for the A605 crossing of the railway line	CS 13	Camb Highways	Developer funded	£10m (approx)			Long	Short and Medium - feasibility work to be undertaken	High Level crossing closures due to Felixstowe to Nuneaton	None	None

												Frigh route. Necessar y if Regional Freight Interchan ge materialis es		
March Eastern Bypass / Third River Crossing	March	March MTTS	New road including bridge over the River Nene (Old Course) to the east of the town	Asp irati ona l	Cambs Highways	Developer funded	Unknown			Lo ng	High - feasibility work to be undertake n	Aspiratio nal	None	None
Chatteris Southern Link Road	Chatteris		Link between the A141 and A142 to the south of the town	Asp irati ona l	Cambs Highways	Developer funded	Unknown			Lo ng	High - feasibility work to be undertake n	Aspiratio nal	None	None
Wisbech A47 Junction improvements at Broad End Road	Wisbech	Wisbech ATS	Improvem ents to the junction most likely as a new roundabo ut	CS 8 & CS 15	Highways Agency	Developer funded	£3m (approx)			Medi um	Medium - feasibility work to be undertake n	Necessar y if East Wisbech strategic allocation is to be delivered	None	None

Wisbech A47 Junction improvements at B198 Cromwell Road	Wisbech	Wisbech ATS	Improvements to the existing roundabout	CS 8 & CS 15	Highways Agency	Developer funded	£2m (approx)			Medium	Medium - feasibility work to be undertaken	Necessary if Wisbech growth is to be delivered	None	None
Wisbech Western Link Road and Bridge	Wisbech	Wisbech ATS	Provision of new western link road including a new road bridge over the River Nene	CS 8 & CS 15	Cambs Highways	Developer funded	£20m (approx)			Medium	Medium - feasibility work to be undertaken	Necessary if West Wisbech broad location is to be delivered	None	none
A47 Junction improvements at A141 / Guyhirn Roundabout	Guyhirn	Wisbech ATS	Improvements to the existing roundabout	CS 13	Highways Agency	Developer funded	£2m (approx)				Medium - feasibility work to be undertaken	Necessary if growth in Wisbech is to be delivered	None	None
Wisbech – new east-west road in the South west Wisbech area	Wisbech	Wisbech ATS	New East-west road to reduce congestion	CS 13	Cambs Highways	Developer funded	£5m (approx)			Medium	Medium - feasibility work to be undertaken	Necessary if growth in Wisbech is to be delivered esp south Wisbech growth	None	None
This section will be updated once the emerging Wisbech Area Transport Study has been completed														
Local Road Network Improvements														

Local road improvements found in the individual MTTs, plus to be determined more precisely via site master plans														
Transport - Rail														
Reintroduction of March to Wisbech railway line	Wisbech/ March	FDC Rail Strategy	Feasibility Study of the reintroduction of the March - Wisbech Line. Currently Single Line redundant track	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator	unknown	-	-	Long	High - work done to date suggest limited feasibility	Aspirational - growth is not dependent on the reintroduction of the rail line	None	none
Railway Station Car Park Upgrades	Manea	FDC Rail Strategy	Improvement of Car Parking facilities at Station to improve usage	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator/other	£20,000 (approx)	-	-	Long	Medium - dependent on land availability	Aspirational - CS is not dependent on high levels of growth in Manea	Increase transport hubs & bus provision	none
Railway Station Car Park Upgrades	Whittlesey	FDC Rail Strategy	Improvement of Car Parking facilities at Station to improve usage	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator/other	£50,000 (approx)	-	-	Long	Short term masterplan work in progress Medium - funding to be identified	Aspirational - Car parking facilities are already available - although are of low quality	Increase transport hubs & bus provision	none

Extension to Whittlesea Rail Station Car Park	Whittlesey	FDC Rail Strategy	Longer term aspiration to extend Whittlesea Car Park potential as part of a parkway scheme	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator/other	£300,000 (approx)	-	-	Long	Medium - further feasibility	Aspirational - enhance car parking will encourage usage	Increase transport hubs & bus provision	none
Platform extension at Manea	Manea	FDC Rail Strategy	Platform extensions to accommodate three car trains.	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator/other	unknown	-	-	Long	High - feasibility work to be undertaken	Aspirational - improve usage of rail travel	None	none
Platform extension of Whittlesea Station	Whittlesey	FDC Rail Strategy	Platform extensions to accommodate three car trains.	CS 15	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator/other	unknown	-	-	Long	High - feasibility work to be undertaken	Aspirational - improve usage of rail travel	None	none
Cycling and Walking														
Refer to the Market Town Transport Strategies for a list of specific town proposals.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transport – Bus														

Refer to the Market Town Transport Strategies for a list of specific town proposals.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transport – Parking														
Refer to the Market Town Transport Strategies for a list of specific town proposals.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utilities Infrastructure														
Water														
March Sewage Treatment Works Upgrades	March	Stage 2a WCS	Improvements required to increase capacity in WWTW	CS 9	Anglian Water	Water Service Provider	unknown	-	Capacity will be reached 2020	-	High - solution to upgrades to be identified and included in investment programme	Critical - could present constraint to growth in March if not addressed	Short/Medium term implement phasing policy. Long - trigger review of CS in order to redistribute growth	Growth above 1,500 in March

Whittlesey Sewage Treatment Works Upgrades	Whittlesey	Stage 2a WCS	Improvements required to increase capacity in WWTW	CS 11	Anglian Water/Middle Level Commissioners	Water Service Provider	unknown	Close/at capacity	-	-	High - solution to upgrades to be identified and included in investment programme	Critical - could present constraint to growth if not addressed	Implementation of phasing policy and/or redistribution of growth through focused CS review	Housing Growth in Whittlesey
West Walton WWTW (Wisbech)	Wisbech	Stage 2a WCS	Consent changes are likely to be achievable without the need to add new process streams to the WWTW	CS 8	Anglian Water	Water Service Provider	unknown	Ongoing			Low - required improvements are within conventional technologies	Critical - improvements needed in line with growth proposals in Wisbech	Implementation of phasing policy and/or redistribution of growth through focused CS review	Development in Wisbech
Doddington WWTW	Doddington	Stage 2a WCS	Improvements required to increase capacity in WWTW	CS 13	Anglian Water	Water Service Provider	unknown	Ongoing			Low - required improvements are within conventional technologies	Necessary - the strategy is not dependent on large levels of growth in Doddington	Implementation of phasing policy	Development in Doddington and Wimblington

March Sewage Network Improvements	March	Stage 2a WCS	Improvements required in order to get waste water from sites to WWTW	CS 9	Anglian Water	Developer funded	unknown	Ongoing - broad locations for growth dependant on improvements	Medium - solutions are available but programme of work to be identified	Critical - improvements required before strategic sites developed	Implementation of phasing policy and/or redistribution of growth through focused CS review	Strategic Allocations & Broad Locations - March
Wisbech Sewage Network Improvements	Wisbech	Stage 2a WCS	Improvements required in order to get waste water from sites to WWTW	CS 8	Anglian Water	Developer funded	unknown	Ongoing - broad locations for growth dependant on improvements	Medium - solutions are available but programme of work to be identified	Critical - improvements required before strategic sites developed	Implementation of phasing policy and/or redistribution of growth through focused CS review	Strategic Allocations & Broad Locations - Wisbech
Chatteris Sewage Network Improvements	Chatteris	Stage 2a WCS	Improvements required in order to get waste water from sites to WWTW	CS 10	Anglian Water	Developer funded	unknown	Ongoing - broad locations for growth dependant on improvements	Medium - solutions are available but programme of work to be identified	Critical - improvements required before strategic sites developed	Implementation of phasing policy and/or redistribution of growth through focused CS review	Strategic Allocations and Broad Locations - Chatteris



Whittlesey Sewage Network Improvements	Whittlesey	Stage 2a WCS	Improvements required in order to get waste water from sites to WWTW	CS 11	Anglian Water	Developer funded	unknown	Ongoing - broad locations for growth dependant on improvements			Medium - solutions are available but programme of work to be identified	Critical - improvements required before strategic sites developed	Implementation of phasing policy and/or redistribution of growth through focused CS review	Strategic Allocation - Whittlesey
Energy														
Upgrade to primary substation (132kV)	March	Aecom - Stage 2	March substation is already close to capacity.	CS 13	UK Power Networks	Developer// UKPN	unknown	-	2016	-	Low - Once identified, project can be included within UK Power Networks Infrastructure Planning	Critical - Growth in March is dependent on improvement to energy network	Introduce Phasing policy or explore options for decentralised energy schemes to serve large developments	Growth locations in March

Upgrade to primary substation 33kV (Wisbech Railway substation)	Wisbech	Aecom - Stage 2	Upgrade to primary substation	CS 13	UK Power Networks	Developer/UKPN	unknown	-	-	2020-22	Low - Once identified, project can be included within UK Power Networks Infrastructure Planning	Critical - Growth in Wisbech is dependent on improvement to energy network	Introduce Phasing policy or explore options for decentralised energy schemes to serve large developments	Growth in Wisbech
Upgrade to existing 33kV network required 2016-2020	Chatteris	Aecom - Stage 2	Upgrade to existing network	CS 13	UK Power Networks	Developer/UKPN	unknown	-	2016 - 2020	-	Low - Once identified, project can be included within UK Power Networks Infrastructure Planning	Critical - Long term Growth in Chatteris is dependent on improvement to energy network	Introduce Phasing policy or explore options for decentralised energy schemes to serve large developments	Growth in Chatteris
Superfast Broadband	ALL	Aecom - Stage 2	Provision of Superfast Broadband across the district	CS 13	FDC Cambridgeshire and Peterborough Broadband Together (CPBT)	Grant Funding/CC/Telephone Companies	unknown	Ongoing			Medium - project is dependant on grant funding that has not yet been allocated	Aspirational - Broadband would help to implement objectives but CS is not dependent on it	Seek further grant funding opportunities	None

Gas														
Upgrades to Low and Medium Pressure systems	ALL	Aecom - Stage 2	There could be some supply constraints on the Low Pressure and Medium Pressure systems throughout the district	CS 13	National Grid	National Grid/Developer	unknown	-	Medium	-	Low - National Grid suggest that introduction of new gas supply infrastructure does not need to delay development	Critical - Gas supplies are required to serve developments	Phasing policy or explore options for non-gas systems.	District-wide growth
Social and Community Infrastructure														
Health Care														
1 Expansion of GP surgery	Wisbech	Aecom - Stage 2	Health Care Provision	CS 8	CCG/CCC	PCT/Developer	unknown		Ongoing		Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
2 GP Surgeries	Wisbech	Aecom - Stage 2	Health Care Provision	CS 8	CCG/CCC	PCT/Developer	unknown		Ongoing		Low - ongoing delivery	Necessary - Required to support growth throughout the	Seek alternative funding arrangements	Long term growth

										plan period		
3 Dentists	Wisbech	Aecom - Stage 2	Health Care Provision	CS 8	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
1 Pharmacy	Wisbech	Aecom - Stage 2	Health Care Provision	CS 8	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
GP Surgeries	March	Aecom - Stage 2	Health Care Provision	CS 9	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth

3 Additional dentists	March	Aecom - Stage 2	Health Care Provision	CS 9	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
1 Pharmacy	March	Aecom - Stage 2	Health Care Provision	CS 9	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
1 Expansion of GP surgery	Chatteris	Aecom - Stage 2	Health Care Provision	CS 10	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan period	Seek alternative funding arrangements	Long term growth
1 Additional dentist	Chatteris	Aecom - Stage 2	Health Care Provision	CS 10	CCG/CCC	PCT/Developer	unknown	Ongoing	Low - ongoing delivery	Necessary - Required to support growth throughout the plan	Seek alternative funding arrangements	Long term growth

										period		
Education												
2 x 2 Form of Entry (2FE) primary schools (each requiring a site of 2.3 hectares)	Wisbech	CCC	Education Provision	CS 8	CCC	Developer/CC	unknown	Ongoing	Medium - site and funding to be confirmed	Necessary - required to support growth throughout the plan period	Seek alternative funding arrangements	Growth in Wisbech
new secondary school and site (8 hectares)	Wisbech	CCC	Education Provision	CS 8	CCC	Developer/CC	unknown	Ongoing	Medium - site and funding to be confirmed	Necessary - required to support growth throughout the plan period	Seek alternative funding arrangements	Growth in Wisbech
1 x 2.5 FE primary school (requiring a 3.0 hectare site)	March	CCC	Education Provision	CS 9	CCC	Developer/CC	unknown	Ongoing	Medium - site and funding to be confirmed	Necessary - required to support growth throughout the plan	Seek alternative funding arrangements	Growth in March

										period		
1 x 1 FE primary school (requiring a 1.5 hectare site)	Chatteris	CCC	Education Provision	CS 10	CCC	Developer/CC	unknown	Ongoing	Medium - site and funding to be confirmed	Necessarily - required to support growth throughout the plan period	Seek alternative funding arrangements	Growth in Chatteris
Community												
Community library (300sqm)	Wisbech	Aecom - Stage 2	Library provision in its role as a community hub	CS 8	FDC&CC C	FDC/CCC' Developer	unknown	Ongoing	Low - provision is likely to be delivered through master planning of strategic sites	Necessarily - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth Wisbech

Community space (430sqm)	Wisbech	Aecom - Stage 2	Space for community development/ interaction	CS 8	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be delivered through master planning of strategic sites	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth Wisbech
Community library (300sqm)	March	Aecom - Stage 2	Space for community development/ interaction	CS 9	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be delivered through master planning of strategic sites	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth March
Community space (420sqm)	March	Aecom - Stage 2	Space for community development/ interaction	CS 9	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be delivered through master planning of strategic sites	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth March



Sports court in existing facility	March	Aecom - Stage 2	Space for community development/ interaction	CS 9	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be accommodated by extension to existing facilities	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth March
Community space (100sqm)	March	Aecom - Stage 2	Space for community development/ interaction	CS 9	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be delivered through master planning of strategic sites	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth March
Sports court in existing facility	Whittlesey	Aecom - Stage 2	Space for community development/ interaction	CS 11	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - provision is likely to be accommodated by extension to existing facilities	Necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	Housing growth Whittlesey

Expansion of Mobile Library	District	Aecom - Stage 2	Expansion of existing Mobile Library facility to increase frequency in the district	CS 13	FDC&CC C	FDC/CCC/ Developer	unknown	Ongoing	Low - existing facilities have been successful - risk the CCC is taken away.	necessary - required for creation of sustainable communities	Seek alternative delivery/funding arrangements	None
Green Infrastructure												
Country Park	March	Cambs Green Infrastructure Strategy	Country Park to address deficiency in strategic open space	CS 9	FDC/CCC /Developers and Landowners	unknown	unknown	Medium/Long	High - funding and specific site has not yet been identified	Aspirational - project is to improve provision but growth is not dependant on its provision	Seek opportunities for smaller scale green infrastructure projects	None