


Agenda Item No:	11	
Committee:	Council	
Date:	25 February 2016	
Report Title:	Update of the Fenland Infrastructure Delivery Plan (IDP)	

## Cover sheet:

### 1 Purpose / Summary

To seek approval from Council that subject to endorsement from Cabinet at its meeting on 25th February 2016 the updated Fenland Infrastructure Delivery Plan (IDP) is acceptable and can be adopted.

### 2 Key issues

The updated Fenland Infrastructure Delivery Plan (IDP) has been prepared for the following purposes:

- to support Policy LP13 of the adopted Fenland Local Plan and the adopted Developer Contributions SPD, with the overall aim of delivering infrastructure needed to support growth in Fenland;
- to provide information to developers, planning officers, stakeholders and local residents regarding the infrastructure needed to support growth and which are likely to form the basis for S106 contributions;
- to assist the Council in reaching decisions on planning applications and S106 Agreements.

### 3 Recommendations

That:

1. Council approve the attached update of the Fenland Infrastructure Delivery Plan (IDP) and adopt the document to support Policy LP13 'Supporting and Managing the Impact of a Growing District' of the Fenland Local Plan.

<b>Wards Affected</b>	All Wards
<b>Forward Plan Reference</b>	
<b>Portfolio Holder(s)</b>	Cllr Will Sutton - Neighbourhood Planning Cllr Simon King - Transport Cllr Ralph Butcher - Growth
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<b>Background Paper(s)</b>	Adopted Fenland Local Plan (May 2014) Adopted Developer Contributions SPD (February 2015)

## Report

### **1 Background / Introduction**

- 1.1 Fenland District Council approved its first Infrastructure Delivery Plan (IDP) in February 2013 to support the emerging Local Plan which was subsequently adopted in May 2014. The IDP provides a list of the details of the type of infrastructure that is required to support growth in the district to 2031 and is used to attract S106 contributions. An update of the IDP is required to bring the information up-to-date and to accord with the Government's regulations on the pooling of S106 contributions.
- 1.2 In November 2014 the Council decided not to introduce a Community Infrastructure Levy (CIL) and instead has decided to attract developer contributions for new infrastructure through Section 106 Obligations. A Developer Contributions SPD was adopted by the Council in February 2015. The IDP complements the Developer Contributions SPD by providing details of the actual known infrastructure required.
- 1.3 Due to the introduction of the new Government regulations regarding the pooling of S106 contributions and its reliance on S106 for the foreseeable future, the Council has recognised the need to provide more detail in its Infrastructure Delivery Plan. This is in order to be clearer about what infrastructure is required and how pooling considerations can be more easily identified.
- 1.4 The IDP has therefore been updated using new available evidence and providing a more detailed breakdown of infrastructure requirements. See Appendix A for a draft of the updated IDP. Following approval by Cabinet on 22nd October 2015 the IDP was subject to a targeted four week consultation with key stakeholders. A report of the consultation responses is attached at Appendix B.

### **2 Considerations**

#### **Local Policy: Fenland Local Plan – May 2014**

- 2.2 Policy LP13 of the Local Plan - 'Supporting and Managing the Impact of a Growing District' sets out the importance of an Infrastructure Delivery Plan to assist in setting out a costed, phased and prioritised programmes of infrastructure to respond to economic and housing growth. 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;
  - ICT 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.

2.3 Affordable housing is exempt from the Government regulations relating to infrastructure requirements and in any event its provision is considered separately in other policies in the Local Plan. As a result, for the purposes of the IDP no reference to affordable housing is provided.

### **Available Evidence**

- 2.4 The IDP relies on a number of sources of evidence. The Local Plan makes it clear that the IDP will be regularly updated as new evidence becomes available. The document therefore seeks to identify the latest requirements.
- 2.5 Information provided through the Fenland Neighbourhood Planning Vision (FNPV) work in 2011 (Shaping Fenland Study) has been used where this is still applicable. Other published evidence includes information to be found in documents such as the Market Town Transport Strategies, the Council's Water Cycle Study and Surface Water Management Plans.
- 2.6 In addition all utility providers such as Anglian Water have been asked for an update of their current needs, whilst local town and parish councils have been asked to provide details of known infrastructure should developments come forward in their areas.
- 2.7 Officers of both this Council and Cambridgeshire County Council have also provided details of known infrastructure needs such as upgrading open space facilities and education.

### **Cambridgeshire Infrastructure Plan**

- 2.8 Cambridgeshire County Council is also in the process of developing a county -wide Infrastructure Plan. Fenland's IDP will be used to inform the county document to produce a prioritised countywide infrastructure plan including forecasting the availability of future funding. This will enable the county to have a better understanding of infrastructure needs and priorities throughout the county, together with the funding challenges.
- 2.9 The aim will be to ensure that the single countywide list is as comprehensive and up to date as possible. This will help identify funding gaps particularly for key elements of infrastructure and assist with speedy and informed bids to central government and the LEP when funding opportunities arise.

### **Structure and Layout of Document**

- 2.10 There are three main sections to the IDP. First of all there is a narrative exploring the infrastructure needs arising from the growth set out in the Local Plan. Secondly, potential funding mechanisms, viability and monitoring arrangements are considered. Thirdly, a schedule of infrastructure projects is provided.
- 2.11 The updated IDP Schedule has taken a settlement approach to new infrastructure requirements. The type of infrastructure such as transport, community facilities, open space etc. is described for each of the market towns and villages. The intention is to provide a clear idea of the requirements in a particular area rather than an overarching need for all areas as before. The settlements have been colour coded for ease of reference i.e. Chatteris (yellow/light tan), March (green), Whittlesey (reddish pink), Wisbech (blue) with the villages in purple.
- 2.12 The updated schedule also considers infrastructure need in terms of its description, reason identified, approximate cost (where known), likely funding source(s), the lead organisation for delivery and its status such as whether it is considered to be 'Critical' for the delivery of key policies in the Local Plan i.e. the urban extensions, sufficient funding has been achieved, and if work has started.

- 2.13 Where infrastructure is not described as 'Critical' in the schedule it is still considered important in bringing about sustainable growth in the district during the plan period, as well as setting out objectives beyond that, even if it is not essential for the delivery of key policies in the Local Plan up to 2031. These other types of infrastructure vary widely; from a possible eastern by-pass for March to small scale improvements in villages which will allow communities to develop in a sustainable way. Should funding become available for any of the infrastructure identified this will be a key determinant on whether it is delivered on the ground.
- 2.14 The cost estimates provided in the schedule are very approximate without taking inflation into account and will need further clarification at the time that S106 contributions are sought or other funding mechanisms become available. In many instances the schedule shows that costs are to be confirmed (TBC) and again more detailed quotes will be provided at the time that contributions are sought.

### **Consultation and Adoption**

- 2.15 All key stakeholders including parish and town councils were asked to provide an input into the update of the IDP in January 2015. Whilst there was a good response from many, not all responded at the time and was considered important that the most up-to-date picture is arrived at in any new IDP.
- 2.16 Cabinet approved a draft IDP for further consultation on 22nd October 2015. This consisted of a targeted four week consultation with key stakeholders including all statutory providers, town and parish councils, members of the Fenland Developers Forum and all Fenland Councillors. The consultation ran from 16th November to 4th December 2015. There were responses from eighteen organisations and individuals which raised about eighty separate comments.
- 2.17 Respondents included Cambridgeshire County Council, Anglian Water, the Environment Agency, the Middle Level Commissioners, English Heritage, Natural England and Sports England. Comments were also received from three parish and town councils, several agents / planning consultancies and two councillors. These comments along with the Council's response are set out in a report which is attached at Appendix B. Following consideration of the comments the IDP has been amended to reflect the matters raised where necessary and relevant.
- 2.18 When adopted the updated IDP will sit alongside the Developer Contribution SPD and provide a sound basis on which to seek developer contributions to implement the policies in the Local Plan.

### **3 Effect on Corporate Objectives**

- 3.1 The 'Fenland Infrastructure Delivery Plan' (IDP) will assist in the delivery of all of the Council's corporate objectives and in particular: "Promote and enable housing growth, economic growth and regeneration across Fenland".

### **4 Community Impact**

- 4.1 Once adopted, the 'Fenland Infrastructure Delivery Plan' (IDP) will have an impact on all communities across Fenland in terms of the quality of the environment in which they live.

### **5 Conclusions**

- 5.1 Council is recommended to adopt the attached Fenland Infrastructure Delivery Plan (IDP) (see Appendix A) to support Policy LP13 'Supporting and Managing the Impact of a Growing District' of the Fenland Local Plan. If approved it will assist in reaching decisions on planning applications, seeking S106 contributions, identifying funding gaps, and delivering sustainable growth in Fenland.



## **Appendix A**

**Fenland Infrastructure Delivery Plan (IDP) - February 2016 - (Draft for Adoption)**

## **Appendix B**

**Report on responses to consultation on Fenland Infrastructure Delivery Plan (IDP) – Nov to Dec 2015**

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

**Final – February 2016**

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## **1 Introduction**

- 1.1 The purpose of the Fenland Infrastructure Delivery Plan (IDP) is to outline the key infrastructure requirements needed or desired to support growth in Fenland up to 2031. The IDP will help to coordinate infrastructure provision and ensure that funding and delivery timescales are closely aligned to those in the Local Plan. It is a living document which will be updated regularly to incorporate changes in project progress or the availability of funding.
- 1.2 This IDP supersedes the Fenland IDP adopted in February 2013. The previous document mainly set out the high level strategic infrastructure required to support the adoption of the Local Plan. With an adopted plan (May 2014) now in place this updated IDP seeks to provide a basis for the delivery of the policies in that plan. Together with the Council's adopted Developer Contributions SPD (February 2015), the IDP will be a key tool to aid delivery of infrastructure on the ground during the plan period.
- 1.3 The document draws on detailed infrastructure plans and strategies from a wide range of Council services as well as external infrastructure providers to identify what, how and when infrastructure will be delivered. It uses existing published sources as well as and more up-to-date information where this is known. In addition it includes the views of parish, town and district councils as to their priorities for providing infrastructure as part of any growth which comes forward.
- 1.4 The aim is not to include every infrastructure project being planned in Fenland or to provide a list of all funding opportunities; the primary role of the IDP is to set out the infrastructure projects necessary to help deliver the key policies in the Fenland Local Plan 2014. It therefore does not include all specific on-site requirements – these will be agreed through Broad Concept Plans and master plans and delivered through particular development schemes.
- 1.5 The Infrastructure Delivery Schedule which forms part of the IDP provides a list of known projects relevant to the delivery of growth and the key policies in the Local Plan, most particularly the proposed urban extensions in and around the four market towns of Chatteris, March, Whittlesey and Wisbech. Where the known infrastructure is essential for the delivery of an urban extension this is described as 'Critical'. Other infrastructure identified in the schedule is not essential to the delivery of the Local Plan but will assist in providing sustainable growth throughout the District. Further details are provided in Section 8.
- 1.6 The list in the schedule however is not finite or exhaustive and other infrastructure elements may also be required which are not currently specifically identified. Nonetheless the schedule should provide a basis to allow councillors, officers, agents, developers and the wider public to gain an initial idea of what key infrastructure will be required to help deliver the growth in the district during the plan period to 2031.

### **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 Council, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- Be a 'live' document that will be used as a tool for guiding and coordinating the delivery of infrastructure;
- Not cover all site specific items of infrastructure such as new road and cycle networks within new development sites etc. Many of these will be picked up through master planning and pre-application discussions.

1.7 This IDP has two main roles. Its principal role is to support Policy LP13 of the Local Plan – “Supporting and Managing the Impact of a Growing District”. The Local Plan was adopted in May 2014 and accords with the National Planning Policy Framework (NPPF)<sup>1</sup> by identifying key items of infrastructure required to implement the objectives and policies in the Plan.

1.8 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*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*

1.9 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 Local Plan. 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.

1.10 This IDP also seeks 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.

1.11 The Council has recently adopted (February 2015) a Developer Contributions Supplementary Planning Document (SPD) which came into effect on 6<sup>th</sup> April 2015. The SPD sets out the Council's approach for securing developer contributions from new developments that require planning permission and is available at the following link:

<http://www.fenland.gov.uk/ChttpHandler.ashx?id=11473&p=0>

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

1.12 As explained in the SPD the Council will carry out a regular review of the existing infrastructure provision in the district to determine where there are gaps to provision and where additional infrastructure is required to support new development which is provided in this updated IDP. The document therefore links closely with the SPD and sets out the current known infrastructure required to support the policies in the Local Plan. It is intended that the IDP document will be reviewed every two years with the schedule being updated annually as part of the Council's Authorities Monitoring Report (AMR) process.

### **Structure of the IDP**

1.13 There are three main sections to this document:

- First of all, a narrative exploring the infrastructure needs arising from the growth set out in the Local Plan.
- Secondly, potential funding mechanisms, viability and monitoring arrangements.
- Thirdly, a schedule of infrastructure projects, including responsibilities, broad phasing and approximate costs.

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## 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;**
- **ICT 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 –

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

- 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 plan seeks to give a broad overview of the infrastructure required to deliver the planned growth in the Local Plan and the agencies involved in its 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 unless the information has been superseded since first publication and seeks to pull together the key recommendations and infrastructure requirements.

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### 3 Evidence Background

- 3.1 The primary evidence for this report is based on a number of sources. The policies in the Fenland Local Plan 2014 and accompanying Sustainability Appraisal identify a number of broad areas of infrastructure provision. Local plan policies were informed by 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 Local Plan. 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 Market Town Transport Studies, Water Cycle Studies and Surface Water Management Plans have also been used to provide the most recent available information. This “live” IDP document will be updated as further information becomes available.
- 3.3 Comments related to infrastructure provision that were received through the Local Plan consultations (2011-13) 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 were also present at steering groups for the production of evidence documents for the Local Plan.
- 3.5 Cambridgeshire County Council has had a significant input into the document; for instance in establishing up-to-date education and transport requirements. All parish and town councils have also been consulted to establish the needs they have identified to assist with new growth.
- 3.6 Through the combination of the above evidence sources this IDP 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. A more detailed list is set out in the Infrastructure Delivery Schedule in Section 8.

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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 to inform the production of the Local Plan. 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 adopted Fenland Local Plan 2014 sets out that approximately 11,000 dwellings and 7,200 jobs are to be provided in the district in the plan period to 2031. It is estimated that the population in Fenland will be about 114,200 by 2031, an increase of about 19,000 over the plan period. As such, this IDP considers the infrastructure issues associated with these Local Plan targets and population forecasts.
- 4.3 The elderly population is likely to increase proportionately during the plan period which will put further pressure on service providers. Fenland already 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. Infrastructure requirements will need to be considered against this background to ensure adequate provision.
- 4.4 The following sections set out a summary of the key infrastructure requirements by category to help deliver growth in a way that is well planned and sustainable.

## PHYSICAL INFRASTRUCTURE

### Highways and Transport

#### Road Network

- 4.5 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. With some very minor exceptions the roads through the district are all single carriageway.
- 4.6 The Local Plan seeks to take a comprehensive and co-ordinated approach to the transport impacts of growth. Policy LP15 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.
- 4.7 The main growth in Fenland will be directed through the Local Plan by urban extensions to the four market towns where there is existing supporting infrastructure, or infrastructure capable of being expanded, which would allow sustainable movement such as the use of public transport, cycling and walking. Ensuring sustainably designed communities and areas of work will help minimise out-commuting, congestion, and associated carbon emissions.
- 4.8 Responsibility for transport infrastructure is divided between two main bodies:
- 4.9 Highways England is responsible for managing the motorway and trunk road network across the country. In Fenland, the principal role of Highways England is to ensure that the A47 can operate effectively and safely.
- 4.10 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.
- 4.11 Fenland District Council also has some responsibilities through its ownership of public transport infrastructure such as car parks, bus shelters and street lighting together with Cambridgeshire County Council.
- 4.12 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.
- 4.13 All major development proposals will be required to undertake a Transport Assessment to identify the specific impact of the development on the surrounding transport network and identify any measures that are required to fully mitigate that impact. Major development proposals will also be required to submit a Travel Plan which sets out how residents or employees of the development will be encouraged to travel using sustainable modes of transport.



## Major Road Transport Schemes

- 4.14 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. The recently approved Broad Concept Plan for South Wisbech includes a new roundabout on the A47 between the B198 and A1101.
- 4.15 Away from the A47 other major road improvements to enable the full growth of Wisbech to occur are:
- New bridge and link connecting B198 Cromwell Road and A1101
  - 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 Access Study due by September 2016. For Wisbech there are three Trunk Road junctions with connection to Norfolk roads: - Lynn Road, Broad End Road and Elm High Road and the involvement of Norfolk County Council Highways will be required in assessing the detailed impact on these as a result of growth.

- 4.16 The March Area Transport Study has also raised issues concerning the A141/Hostmoor Avenue, B1101 High Street/Burrowmoor 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.
- 4.17 In March there is also a long term aspiration to achieve an eastern bypass incorporating an important third crossing of the river and the railway. It is acknowledged that such a bypass is not required in order to deliver the Local Plan growth identified for March, but there is strong local support for the scheme and funding sources to deliver it will be investigated on a regular basis.
- 4.18 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 Local Plan growth targets for Whittlesey. However, there is strong local support for the scheme and funding sources to deliver it will be investigated on a regular basis.

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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)

- 4.19 However, there is now an opportunity to achieve the replacement of the King's Dyke level crossing with a bridge. Detailed plans are being formulated and funding is available with a projected cost of £15m. The closure of the crossing would bring about safety and operational / cost benefits for the railway and work is programmed to begin in 2016.
- 4.20 Chatteris has an adopted MTTs (2010) which identifies a number of projects, though none of these could be described as "strategic". Nevertheless improved pedestrian and cycle crossings on the A141 and A142 could help reduce severance of outlying areas to the west and north from the remainder of the town.

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

- 4.21 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, accident clusters and pedestrian and cycle movements. 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, including through the Broad Concept Plans identified in Policy LP7 – Urban Extensions, of the Local Plan.

### **Rail Based Transport**

- 4.22 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 although these have been improved recently as part of the Fenland Rail Development Strategy and further enhancements are being explored. Greater Anglia is the current operator of the stations in Fenland.
- 4.23 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, parking and platforms
  - Manea – provision of car park near station
- 4.24 A further wider aspiration as set out in the Local Plan is the potential to reintroduce the March to Wisbech Rail 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**

- 4.25 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.
- 4.26 Improvements to sustainable transport choices such as cycling and walking will continue to be supported wherever possible 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**

- 4.27 A range of 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 and there is no enforcement on such issues as short and long stay usage. The usage and capacity of car parks will be monitored to ensure that sufficient provision is in place to support growth.
- 4.28 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 parking standards are set out in Appendix A of the Local Plan.

## **Public Transport and Buses**

- 4.29 Services can change depending on market demand. It will be expected through Policy LP15 that major developments complete a travel plan to encourage residents to travel using sustainable modes of transport. The Market Town Transport Strategies for each town suggest that some enhancements could be made to improve the use of public transport. There is also an aspiration to provide a public transport interchange at Guyhirn.

## **Waterways**

- 4.30 There is a high level aspiration to provide a navigable link between waterways in Lincolnshire and Cambridgeshire which would go through the Fenland district area although no detailed plans have been considered and it is uncertain whether this will come to fruition and be commenced during the plan period to 2031.

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

- 4.31 There is currently 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

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

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 [http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies/3](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/3)

4.32 The status of each Market Town Transport Strategy in October 2015 is as follows:

- Chatteris MTTS – adopted June 2010
- March MTTS – adopted May 2013
- Wisbech MTTS – adopted November 2014
- Whittlesey MTTS – adopted October 2012

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## Utilities

### Utilities Infrastructure

4.33 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

4.34 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.

4.35 All water companies operate within a five year Asset Management Plan (AMP) period. The current plan covers 2015 – 2020 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).

4.36 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>. Therefore other uses for water i.e. abstraction to irrigate crops, maintenance of navigation levels, prevention in the deterioration of water quality and waterborne biodiversity will also need to be considered particularly if climate change becomes reality.

4.37 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. However, since then the Water Framework Directive legislation means that this may have implications for Anglian Water in that they may not have the spare capacity on their abstraction licences to continue to supply the growth that is forecast but this will be considered and resolved on a case by case basis. Although routine upgrades to the supply pipe network will be required in all settlements, the network will be capable of supporting additional growth. There is therefore currently no requirement for significant items of infrastructure for water supply to support the growth as proposed in Fenland.

4.38 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 Local Plan Policy 'LP14 – 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>.

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

<sup>8</sup> Ibid.

- 4.39 Developers and all the relevant partners will be required to ensure that utilities infrastructure is resilient against flood risk and is developed in lower flood risk areas or suitably mitigate against flood risk.

## **Waste Water**

### **a) Water Recycling Centres (WRC) – formally known as Waste Water Treatment Works (WWTWs)**

- 4.40 The Stage 2a Water Cycle Study identifies that improvements at the March, West Walton (serving Wisbech), Whittlesey and Doddington WRCs 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 watercourses can still meet with legislative requirements (as regulated by the Environment Agency).
- 4.41 The Stage 2a Water Cycle Study concluded that to accommodate the proposed growth in the district upgrades to four WRCs will be required: West Walton, Doddington, Whittlesey and March.
- 4.42 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 the Doddington WRC this is highlighted in Policy LP3 of the Local Plan.
- 4.43 Whittlesey and March both have additional complications that will need to be resolved before upgrades can be agreed, but these are not considered to be major obstacles to growth.
- 4.44 Whittlesey WRC 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. The direct discharge into the MLC system, both from this WRC as well as other sources will require its consent. Where any WRC discharges into other water body systems the consent of the authority responsible for that system will also be required.
- 4.45 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 may be required.
- 4.46 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 WRC 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.

- 4.47 Additional WRC infrastructure will be required in the plan period for the growth towns of Whittlesey, March and Wisbech. Ongoing discussions with Anglian Water, Environment Agency and Middle Level Commissioners alongside the implementation of Policy LP13 will ensure timely delivery of this supporting infrastructure. See the Stage 2a Water Cycle Study for further information.
- 4.48 WRC upgrades where required to provide for additional growth are wholly funded by Anglian Water through its Asset Management Plan. Any planned upgrades to water recycling centres would need to be identified in Anglian Water's Business Plan which is prepared every 5 years and approved by OFWAT.

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

- 4.49 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 WRC. 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.
- 4.50 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.
- 4.51 The strategic approach to growth allows larger network improvements such as new mains to be included in master planning of the urban extensions and other large sites 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.
- 4.52 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.
- 4.53 Foul network improvements (on-site and off-site) are generally funded/part funded through developer contribution via the relevant sections of the Water Industry Act 1991. The cost and extent of the required network improvement are investigated and determined when Anglian Water is approached by a developer and an appraisal is carried out. There are a number of payment

options available to developers. Options include deducting the revenue that will be raised from the newly connected dwellings (through the household wastewater charges) over a period of twelve years off the capital cost of the network upgrades. The developer then pays the outstanding sum directly to Anglian Water.

### **Electricity**

- 4.54 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.
- 4.55 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.
- 4.56 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.
- 4.57 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.
- 4.58 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**

- 4.59 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. 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 and Telecommunications**

- 4.60 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.



- 4.61 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.

Aligning with the broadband delivery plan developed by a county-wide project team, 'Connecting Cambridgeshire' is building 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.

- 4.62 Connecting Cambridgeshire is working to ensure businesses, residents and public services can make the most of opportunities offered by a fast-changing digital world. The overall approach to the project is to drive economic growth, help rural communities to thrive, improve health and well-being, and make it easier for people to get online and access public services.
- 4.63 The programme is designed to improve the broadband, mobile and Wi-Fi coverage, whilst supporting online skills, business growth and technological innovation to meet future digital challenges across Cambridgeshire.
- 4.64 The current programme for the majority of Fenland parishes is now complete, but almost all will have more to come in the newly announced extension programme, which is due to roll out starting in 2016. The areas which will benefit from the extension programme are: March, Benwick, Chatteris, Doddington, Elm, Gorefield, Leverington, Newton, Parson Drove, Tydd St Giles, Whittlesey, Wimblington, Wisbech, and Wisbech St Mary.
- 4.65 Other forms of telecommunication such as appropriate new masts may also be required to ensure that 'not spots' are eliminated and coverage enhanced to ensure that 4G is the norm throughout the area.

### **Flood Risk Management Provision**

- 4.66 The largest rivers running through the area are the River Nene and Great Ouse/Bedford River.
- 4.67 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. In addition there are other infrastructure schemes undertaken by the Middle Level Commissioners, IDBs and other RMAs to protect existing and facilitate new appropriate development and growth within the FDC area and beyond.
- 4.68 The topography of the district is flat and low lying, with large areas of the landscape dominated by a network of 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.

- 4.69 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 and many smaller settlements 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.
- 4.70 The River Nene and Great Ouse Catchment Flood Management Plans (CFMPs)<sup>9</sup> are high level strategic plans that identify future flood risk management policies and these are to be replaced in due course by the emerging Anglian River Basin Flood Risk Management Plan (FRMP). For the CFMPs, 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>.
- 4.71 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 (0.5%) chance in a 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 as recognised in Policy LP8 – Wisbech of the Local Plan.
- 4.72 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.
- 4.73 Other infrastructure delivery aspects should also take account of flood risk. For example, through opportunities to provide safe evacuation routes or detailed design help to ensure that new or improved infrastructure does not increase flood risk to third parties. New road networks have the ability to contribute towards evacuation during floods. However, they must be designed so as to not direct flood flows.
- 4.74 Under the terms of the Water Resources Act 1991, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 9 metres of the top of the bank/foreshore of any watercourse, designated a 'main river' or tidal/sea defence.

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

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

## **SOCIAL AND COMMUNITY INFRASTRUCTURE**

### **Context**

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

### **Health and Elderly Care Provision**

- 4.76 There is no acute hospital provision within the district and residents use the main hospitals in Peterborough, Huntingdon, Cambridge, and King's Lynn for acute treatment. It is therefore highly unlikely that a major new hospital including new acute accommodation will be required as part of the growth in the district.
- 4.77 However, other more localised forms of health care, including the continued use of the Community Hospitals in Wisbech and Doddington as well as premises for doctors, dentists and community health services will be required.
- 4.78 Health care provision is currently funded and coordinated by NHS England and the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG). Overall the commissioning of health care is clinically led. The responsibility for the health of the population rests with the Health and Well-being Board which is part of Cambridgeshire County Council with District Council membership. The Board is responsible for developing a Health Strategy for Cambridgeshire.
- 4.79 Health infrastructure can be delivered in a number of different ways and the Council acknowledges that it will need to work closely with the 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.
- 4.80 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 main District General hospitals. Whilst capital costs for hospitals are likely to be minimal, there will be revenue costs and potentially capital costs for acute care and care homes.
- 4.81 In addition to this, there will need to be the expansion and development of new or existing GP surgeries, dentists and pharmacies. These will be required in line with population growth and are partly to be delivered as part of master planning of strategic urban extensions.

Developers must ensure that the development of more vulnerable infrastructure is directed away from flood risk areas or can mitigate against flood depths.

### **Education Provision**

- 4.82 The Local Plan requires 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 LP3 focuses development on the Market Towns which offer the best access to existing and new education facilities.

4.83 The education services within Fenland are provided by Cambridgeshire County Council, which has the following statutory responsibilities:–

- To secure sufficient, accessible, flexible and affordable childcare to enable parents to work or to undertake education or training which could lead to employment;
- To secure free early years education provision for all 3 and 4 year olds and those 2 year olds who meet nationally set eligibility criteria, for 15 hours a week, 38 weeks a year. Statutory responsibility in respect of **primary and secondary** includes:
- To provide a school place for every child living in the local child support agency (LCSA) area of responsibility who is of school age and whose parents want their child educated in the state funded sector including securing a sufficiency of provision for children with special educational needs (SEN) including those with complex SEN who require special school provision;
- To adopt a strategic role, with a duty to promote choice, diversity and fair access to school provision.
- To secure sufficient suitable education and training opportunities to meet the reasonable needs of all young people in the LCSA area, and for young people who wish to travel into their area (young people are defined as those over compulsory school age (16), but under 19, or aged 19-25 and subject to a learning difficulty assessment).

### **Early Years and Childcare**

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

### **Primary Schools**

4.85 According to the pupil forecasts undertaken by the County Council there is currently no existing spare capacity in Wisbech and March for Primary Schools.

4.86 In Chatteris and Whittlesey there is currently a balance between demand and the number of places available, although the schools are coming under increasing pressure as pupil numbers continue to rise. Additional primary school provision will therefore be required in all Fenland's market towns as part of growth proposals. It is expected that primary school provision will be delivered through the master planning of strategic growth proposals, in accordance with Policy LP7 – Urban Extensions.

4.87 Cross boundary working on the delivery of education provision in and around Wisbech will be required due to the planned housing earmarked in Norfolk in Emneth/Walsoken (adjacent to Wisbech) for 550 dwellings, which lies within the administrative boundary of King's Lynn and West Norfolk Borough Council. Any new education facility/school will need to have regard to wider housing growth outside of the District and indicate that discussion/s have taken place with the neighbouring local education authority (Norfolk County Council) regarding the delivery of education provision.

## Secondary Schools

- 4.88 The greatest pupil pressures will be from housing growth, but also from the existing larger primary school cohorts ageing through the school system, 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 the Wisbech / March area to ensure that the County Council can meet the overall demand for secondary school places arising from growth which is likely to require a site of around 8ha.
- 4.89 This will also include demand from new developments adjacent to Wisbech but which are located within the Norfolk County Council area. As with primary education cross boundary working on the delivery of secondary provision in and around Wisbech will be required with Norfolk County Council.

## Higher Education

- 4.90 There is no higher education facility within the district although the College of West Anglia (CWA) 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. CWA also offers a number of degree courses at campuses located outside the district. CWA brings approximately £30 million of central government funding into the region for training annually. Ofsted judge the College to be "Good" (January 2013) and overall FE and Train to Gain success rates are in excess of 80% and over 70% for apprenticeships.<sup>11</sup>
- 4.91 In the recent past the CWA buildings on the Isle Campus in Wisbech have been recognised to be in a poor condition. It had previously been intended that CWA 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.
- 4.92 Nonetheless, in addition to a £6.5 million investment from Cambridgeshire 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 CWA. The works are completed and the new engineering block now provides considerable benefit to the local community, alleviating some of the pressures facing CWA, and demonstrates CWA's long term investment in Wisbech. In addition CWA has now invested further in the modernisation of significant parts of the Wisbech campus.

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

4.93 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 no demand for significant additional further and higher education facilities across Fenland but this does not imply that there is no need for the continued improvement and gradual expansion of the FE offer.

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## **Community Facilities**

- 4.94 Community facilities create opportunities for community interaction and cohesion 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.
- 4.95 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.
- 4.96 Across the four market towns there is a need for additional community space. Wisbech and March require additional library facilities, and both March and Whittlesey require additional sports courts.
- 4.97 An Indoor Sports Facility Strategy and Playing Pitch Strategy are currently being prepared for the Council by consultants and will be published later in 2016. Any up-to-date requirements for sports facilities and pitches will be highlighted and if a need is identified should be read alongside this IDP.
- 4.98 Investment in the George Campbell Leisure Centre in March is currently progressing as part of the Council's Leisure Strategy 2013-2018. The Leisure Strategy considers future leisure provision and funding throughout the district, including the provision of formal sports facilities. Should a shortfall of provision be identified in the district through evidence based studies any requirements will be included in future updates of the IDP.
- 4.99 Within rural areas, infrastructure such as village halls, reduced speed limits in village locations, improved leisure facilities, and mobile libraries are particularly important and whether S106 contributions can be achieved will depend on the type and scale of the proposal although other funding methods may also be available.

## **Cultural and Heritage Attractions**

- 4.100 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 with activities such as fishing, bird watching and walking also increasingly attracts visitors to the area.
- 4.101 Policies in the Local Plan ensure that the district's heritage and cultural assets will be protected and enhanced over the plan period and further opportunities will be sought to improve the cultural and heritage offer in the area.
- 4.102A growth in tourism and culture will require a sufficient mix of tourist accommodation, balanced across the district, to meet the full range of budgets. Both quality hotels and other types of accommodation will be required to provide a choice for tourists and visitors.

## **Emergency Services**

4.103 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.

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## Open Space and Green Infrastructure

- 4.104 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.
- 4.105 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.
- 4.106 Parts of the district have relatively limited access to Green Infrastructure and in some settlements there is a recognised deficiency in open space provision. Quality varies and the type of provision does not always match community needs. The Council's current adopted Open Space standards are set out in Appendix B of the Local Plan. New open space will be sought through the master planning of strategic sites, as well as on-site or an off-site contribution or provision for smaller sites. Within rural areas in particular opportunities exist to provide new community woodlands.
- 4.107 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 as set out in Policy LP9 of the Local Plan. The ownership and responsibility of Estover Road Playing Fields has recently passed to March Town Council, and it is intended that additional and upgraded sports facilities will be provided on the site.

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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. Neighbourhood strategies as well as bids to the LEP, other Government funds and the European Union may well affect funding and assist to deliver local infrastructure.
- 5.3 The Council is not proposing to introduce a Community Infrastructure Levy (CIL) for the time being due to viability constraints although the situation will be reviewed towards the end of 2017 / early 2018. Instead there will be a reliance on S106 contributions to make a part or total contribution to infrastructure provision. However, a funding gap may still exist in some circumstances.
- 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 Since 2011 approximately £1.5m has been received by the Council for NHB (5 years cumulative from 2011-12). It is estimated that future payments are likely to be approximately £350K per annum making a cumulative total of about £2.1m by 2019-20. However, this is now subject to reforms which will reduce the level of funding to Fenland.
- 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 Investments**

- 5.12 In September 2011 Cambridgeshire Horizons was disbanded with finance arrangements transferred to Cambridgeshire County Council. Prior to that the county's not-for-profit delivery agency invested £20.5 million of growth fund money in a number of sites in the Cambridge Southern Fringe developments including Addenbrookes Access Road, Trumpington Meadows and Clay Farm. It is anticipated income generated from these developments will be returned for re-investment in due course.
- 5.13 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 Fenland's growth agenda.

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

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

- 5.14 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.
- 5.15 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 basis it is the catalytic infrastructure that would allow new businesses to develop or existing businesses to expand in the district.
- 5.16 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**

- 5.17 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.
- 5.18 Together with other public sector bodies the Council has recently been part of 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)**

- 5.19 The Community Infrastructure Levy (CIL) was introduced in the Planning Act 2008 and came into force on the 6<sup>th</sup> April 2010 through the CIL Regulations 2010, effective from April 2011.
- 5.20 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 if found to be viable in the future could provide be of high value to the district.
- 5.21 The Council decided in November 2014 not to introduce a CIL in the near future due to viability issues. Please see the attached link to the CIL Viability

assessment carried out by consultants on behalf of the Council in September 2014: <http://www.fenland.gov.uk/article/10469/Developer-Contributions-SPD>

- 5.22 The Council does recognise that a viable CIL may be a useful tool for providing income for new infrastructure during the Local Plan period to 2031 but acknowledges it will not be available for the next few years.

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

- 5.23 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

- 5.24 These regulations mean that, by law, 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
- © Fairly and reasonably related in scale and kind to the development.

- 5.25 The regulations restrict the number of S106 obligations that can contribute to any item of infrastructure to five. This restriction on “pooling” means that S106 will still be available to be used but on a much tighter basis than in previous years.

- 5.26 However, the Council recognises the important 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. Details of these are set out in the Infrastructure Delivery Schedule in Section 8. In so doing FDC accepts that it could be possible for S106 to pay for specified items of infrastructure.

- 5.27 In February 2015 the Council adopted a Developer Contributions Supplementary Planning Document which came into effect on 6<sup>th</sup> April 2015. The SPD sets out the circumstances for which contributions will be required from developers and highlights the importance of its link to this IDP.

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

- 5.28 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)**

- 5.29 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.
- 5.30 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.
- 5.31 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
- 5.32 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**

- 5.33 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. This is not helped by the development viability environment within Fenland at the present time, which it is hoped will recover as confidence in the area increases. 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**

The Council intends to monitor the provision of infrastructure on a regular basis. The IDP is a “living” document and where identified changes to the type or cost of infrastructure required are highlighted, these will be included in any update. The details will be made publicly available on the Council’s website.

## **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 policies in the Local Plan 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 LP13 also provides a policy basis for refusing permission for developments that cannot demonstrate that infrastructure requirements have been met.

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## 8 Infrastructure Delivery Schedule

- 8.1 The Infrastructure Delivery Schedule is a key component of the IDP. 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 policies in the Local Plan.
- 8.2 The schedule set out the details of the planned and proposed infrastructure projects for the Local Plan period 2011-2031. Where relevant the schedule seeks to show the link between an infrastructure project and its relationship to a policy in the Local Plan. It sets out the potential delivery mechanisms and the lead agencies that would be involved in implementation. Where known, information is also supplied on estimated costs, 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 Local Plan. 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.
- 8.4 To aid delivery the schedule takes a settlement approach to identifying the requirements for new infrastructure rather than the topic based approach in the 2013 IDP. Towns are coloured coded for ease of reference: Chatteris (yellow/light tan), March (green), Whittlesey (reddish pink) and Wisbech (blue). Villages are shown in purple.
- 8.5 The schedule also sets out whether the infrastructure is considered to be critical to the delivery of the key policies in the Local Plan i.e. in the main the development of the urban extensions in the four market towns. 'Critical' highlights those elements of key infrastructure that are essential for the delivery of the urban extensions. The infrastructure required tends to be larger and /or more extensive in scale e.g. provision of junctions from major A roads and upgrades to the local sewerage network etc.
- 8.6 All other infrastructure in the schedule has been identified to assist in bringing about sustainable growth throughout the district, or in setting out longer term objectives beyond the plan period. In the main this tends to be infrastructure highlighted in an evidence or policy document such as a Market Town Transport Strategy or the Local Plan. Infrastructure identified by interested bodies such as the district, town and parish councils and providers such as the Wildlife Trust who are aware of the needs in their area, are also indicated.
- 8.7 The delivery of the Local Plan is not dependent on the provision of this infrastructure and it varies considerably in scale and kind. For example, some is large scale and potentially very costly e.g. an eastern bypass for March whilst many are small scale, such as improvements to local facilities in villages which will enable those communities to develop in a sustainable way. Should funding become available for any of the infrastructure identified this will be a key determinant on whether it is delivered on the ground.
- 8.8 The cost estimates provided in the schedule are very approximate without taking inflation into account and will need further clarification at the time that S106 contributions are sought or other funding mechanisms become available. In many instances the schedule shows that costs are to be confirmed (TBC)



and again more detailed quotes will be provided at the time that contributions are sought.

- 8.9 The IDP Schedule is not a finite list and does not provide full details in all instances although where not currently available these will be verified through the planning application or Broad Concept Plan process if applicable. In addition it does not highlight all elements which are required by policies in the Local Plan as a number are still to be determined through detailed assessment. There may also be other elements of infrastructure which a provider or other body requires which may come forward subsequently.
- 8.10 Nonetheless the IDP Schedule brings together a detailed, as comprehensive list as possible for the district which will be an important tool to provide a steer to developers, providers and the Council about elements of infrastructure likely to be required.
- 8.11 Whilst it is intended that the whole IDP document will be reviewed every two years, the schedule will be updated annually as part of the Council's AMR process.

**Explanatory Table of Title Headings in the IDP Schedule:**

Reference	Each element of infrastructure is provided with a reference number which relates to the settlement where it is to be provided.
Description	Sets out the location and type of infrastructure required.
Reason	Sets out the reason why the infrastructure is required.
Identified	Explains through what policy or program or by whom the item of infrastructure has been identified
Costs	Estimated costs have been taken from infrastructure providers' plans. When an estimate is not available the table states 'TBC'.
Funding by Whom	This indicates in general terms where the main source of funding for the item of infrastructure is likely to come from which may be more than one source.
Lead	Identifies the organisation that is most likely to be the main lead responsible for overseeing the delivery of the infrastructure on the ground.
Status and Comments	It provides an idea of what stage the infrastructure project has reached e.g. funding already provided or work has commenced on site etc. It also provides any pertinent additional information which has not been provided in the other columns. In time this should include a broad indication of the number of S106 contributions made to a project and if funding gaps exist. It also provides commentary in relation to how the infrastructure is envisaged to come forward such as through a Strategic Allocation in the Local Plan. It also sets out expected delivery timeframes and any phasing that may be required. If the infrastructure is considered to be essential to the delivery of the Local Plan this is stated as 'Critical'. If 'On-going' is stated the project will be delivered through the plan period.

**Abbreviations used in the IDP Schedule:**

- Aecom – Fenland Neighbourhood Planning Vision evidence report by Aecom consultants
- CCC – Cambridgeshire County Council
- CCG – Cambridgeshire and Peterborough Clinical Commissioning Group
- CRP – Community Rail Partnership

EA – Environment Agency  
FDC – Fenland District Council  
IDB – Internal Drainage Board  
LP – Fenland Local Plan Policy  
LEP – Greater Cambridge Greater Peterborough Local Enterprise Partnership  
LSTF – Local Sustainable Transport Fund (Government funding)  
LTTS - Long Term Transport Strategy  
MLC – Middle Level Commissioners  
MTTS – Market Town Transport Strategy  
NHS – National Health Service  
PC – Parish Council  
RTPI – Real Time Passenger Information  
TBC – To Be Confirmed  
TC – Town Council  
WCS – Water Cycle Study  
WRC – Water Recycling Centre

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## Infrastructure Schedule – Summary of Requirements (October 2015)

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Chatteris</b>						
	<b>Community Facilities</b>						
CHAT1.1	Creation of a tourism and general information (businesses, etc) point in the town	Lack of facility	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Medium priority of Chatteris TC (7/17)
CHAT1.2	Provision of youth facilities	Lack of facilities – place(s) to hang out	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Medium priority of Chatteris TC (11/17)
CHAT1.3	Enhanced library provision (resources and fit out) with no physical changes to existing building	To ensure that facilities keep pace with population growth	Cambs CC	£168,500	Developer / CCC	CCC	
	<b>Education</b>						
CHAT2.1	1 x 2 FE primary school (requiring a 2.3 hectare site)	Primary School needs – Demographic pressures	CCC Education	£8,800,000	Developer	CCC	Critical Primary school to be provided as part of South Chatteris proposal

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CHAT2.2	Cromwell Community College – 1FE extension	Secondary School needs – Demographic pressures	CCC Education	£4,200,000	Developer / CCC	CCC	Critical
<b>Health Facilities</b>							
CHAT3.1	Land for healthcare facilities on larger sites	To ensure sufficient facilities are provided	LP7 & LP13 Chatteris TC	TBC	Developer	Developer / CCG and NHS England	Critical - subject to detailed evaluation Ensure space is provided within these sites Higher priority of Chatteris TC (4/17)
CHAT3.2	Increase capacity within the George Clare Surgery	To ensure sufficient facilities are provided	NHS England and CCG Aecom – Stage 2	TBC	Developer/ Others	NHS England and CCG	Critical - subject to detailed evaluation
CHAT3.3	1 x additional Dentist	To ensure sufficient facilities are provided	Aecom – Stage 2	TBC	Developer/ Others	NHS England and CCG	Critical - subject to detailed evaluation
<b>Open Space &amp; Recreation</b>							
CHAT4.1	Swimming pool	To cater for lack of available facility in the town	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Highest priority of Chatteris TC (1/17)
CHAT4.2	Country park	Lack of open space in town. For dog walking, jogging, etc.	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Higher priority of Chatteris TC (2/17)
CHAT4.3	Mooring areas along the river-ways/drains	Lack of facilities – will increase visitors to the town	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC / MLC	Higher priority of Chatteris TC (6/17)
CHAT4.4	Seating, footpaths	Lack of facilities, provide interest	Chatteris TC	TBC	Developer/ Others	FDC /	Medium priority

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	and designated picnic areas with fixed table and bench seating in recreation areas and along waterways	and encourage use				Chatteris TC / MLC	of Chatteris TC (8/17)
CHAT4.5	Play equipment in recreation grounds	Increase facilities, provide more interest and encourage use	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Removal of old equipment and range of new swing sets, multiplay, springers and roundabout. Medium priority of Chatteris TC (9/17)
CHAT4.6	Huntingdon Road POS – Kindergarten area – new play equipment	Outdated kindergarten area – require range of new swing sets, multiplay, springers and roundabout.	FDC Leisure	£45,000	Developer/ Others	FDC	Required within next 5-10 years
CHAT4.7	Larham Way POS – Junior area – new play equipment	Outdated junior area – require range of new swing sets, multiplay, springers and roundabout.	FDC Leisure	£35,000	Developer/ Others	FDC	Required within next 5-10 years
CHAT4.8	St Pauls Drive POS – new play equipment	Replacement required. Springer and swings with anti-wrap set and cradle/flat	FDC Leisure	£18,000	Developer/ Others	FDC	Required within next 5 years
CHAT4.9	Wenny Road POS – Junior area – new play equipment	Swings and surfacing need replacing	FDC Leisure	£30,000	Developer/ Others	FDC	Required within next 2-5 years
	<b>Transport – Cycle/foot</b>						

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CHAT5.1	Cycle & pedestrian path to Mepal Outdoor Centre	Off road route to link South Chatteris with Mepal Outdoor Centre	Chatteris MTTs (6) LP10 & LP15 Chatteris TC	TBC	Developer/CCC/Others	Cambs Highways	Higher priority of Chatteris TC (5/17)
CHAT5.2	Enhancement and cycleway along disused railway to Somersham including Little Acre Fen	Provision of leisure link to Somersham on old railway bed	Chatteris MTTs (22) LP15 Chatteris TC	£1.1m (approx.)	Developer/CCC/Others	Cambs Highways	Higher priority of Chatteris TC (3/17)
CHAT5.3	Cycle route to Dock Road employment area including crossing of A142	Link to the north of the town to industrial area and towards Doddington??	Chatteris MTTs (25) LP10 & LP15	£1.0m (approx.)	Developer/CCC/Others	Cambs Highways	Safe crossing of A142 also part of LP North Chatteris Strategic Allocation
CHAT5.4	Cycle route linking Cromwell Community College to The Elms across the Recreation Ground	Safe route to Cromwell CC from the east of the town	Chatteris MTTs (19) LP15	£300,000	Developer/CCC/Others	Cambs Highways	Delivery due 2015/06
CHAT5.5	Signed on-road cycle route along Eastwood to the town centre and High Street avoiding London Road	Safer route into the town centre for cycles	Chatteris MTTs LP15	£100,000	Cambs Highways	Cambs Highways	Completed
CHAT5.6	Provision of cycle facilities in the New Road area of the town	Improved safety for cyclists in this area	Chatteris MTTs (13) LP15	TBC	Developer/CCC/Others	Cambs Highways	Further investigation needed
CHAT5.7	Cycle ways in and around Chatteris	Improved safety & movement for cyclists and improve tourism	Chatteris TC	TBC	Developer / Others	Cambs Highways	Higher priority of Chatteris TC

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	including links to existing cycle ways						(5/17)
CHAT5.8	Provision of Sheffield stands at key locations in the town	Reduce fear of bike theft and encourage cycle use	Chatteris MTTTS (2) LP15	TBC	Cambs Highways	Cambs Highways	Completed
CHAT5.9	Cycle map and promotional material	Raise awareness and popularity of cycling	Chatteris MTTTS (26) LP15	£10,000	Cambs Highways	Cambs Highways	Completed
CHAT5.10	Safe crossing of A141 to the west of the town	Provide safe pedestrian access to the industrial areas to the west	Chatteris MTTTS LP15	£0.5m	Developer/CCC/Others	Cambs Highways	
CHAT5.11	Safe crossing of A141 to north-west of the town to Doddington Road	Provide safe pedestrian access to Doddington Road area	Chatteris MTTTS (12) LP15	£0.5m	Developer/CCC/Others	Cambs Highways	
CHAT5.12	Footway on King Edward Road	Improved pedestrian access and safety	Chatteris MTTTS (1) LP15	£50,000	Cambs Highways	Cambs Highways	Completed
CHAT5.13	Footway on St Martins Road	Improved pedestrian access and safety	Chatteris MTTTS (4) LP15	£50,000	Cambs Highways	Cambs Highways	Completed
CHAT5.14	Install pedestrian island on Wenny Road	Improved pedestrian safety and access to Cromwell CC	Chatteris MTTTS (14) LP15	£100,000?	Developer/CCC/Others	Cambs Highways	At design stage
CHAT5.15	Provide continuous footpath on Prospect Way	Improved and safe pedestrian access to the industrial estate	Chatteris MTTTS (24) LP15	£500,000	Developer/CCC/Others	Cambs Highways	
CHAT5.16	Install safe crossing facilities at Park Street/East Park Street junction	Fund pedestrian and traffic counts to confirm need	Chatteris MTTTS (20) LP15	£6,000	Developer/CCC/Others	Cambs Highways	
CHAT5.17	Pedestrian crossing	Fund pedestrian and traffic	Chatteris MTTTS	£6,000	Cambs Highways	Cambs	Completed

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	point on Bridge Street near the Co-op	counts to confirm need	(3) LP15			Highways	
CHAT5.18	Signalisation of junction at West Park St /Huntingdon Rd/Victoria Rd junction	Improve pedestrian safety	Chatteris MTTs (21) LP15	£750,000	Developer/CCC/Others	Cambs Highways	
CHAT5.19	Light and improve footpath linking Kingsfield School with the High Street	Increased use of path and reduce need to access the school by car	Chatteris MTTs (9) LP15	TBC	Developer/CCC/Others	Cambs Highways	
CHAT5.20	Improve facilities for the disabled, in particular access and smoother pavements free of obstruction	Improve disabled and pedestrian access & safety	Chatteris TC	TBC	Developer/CCC/Others	Cambs Highways	Lower priority of Chatteris TC (13/17)
	<b>Transport – Bus</b>						
CHAT6.1	Provision of bus maps and timetables at key locations	Improved access to services	Chatteris MTTs (7 & 16) LP15	£5,000	Developer/CCC/Others	Cambs Highways	
CHAT6.2	Installation of RTPI at town centre bus stops	Improved confidence in services and greater use levels	Chatteris MTTs (10) LP15	Dependent of survey work	Cambs Highways	Cambs Highways	In progress – to be completed 2015
CHAT6.3	Provision of easy-read format bus timetable information at bus stops	Increased awareness and access to services	Chatteris MTTs (7) LP15	£5,000	Developer/CCC/Others	Cambs Highways	



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CHAT6.4	Publicity including featuring bus services in Centrepoint magazine	Increased awareness of services	Chatteris MTTs (7) LP15	£5,000	Developer/CCC/Others	Cambs Highways	
CHAT6.5	Investigation of a public transport interchange at Furrowfields car park	Reduced problems with layover and turning in East Park Street and the provision of a focus for bus services in the town	Chatteris MTTs (11) LP15	£50,000	Developer/CCC/Others	Cambs Highways	
CHAT6.6	Provision of public transport interchange at Furrowfields car park	Reduced problems with layover and turning in East Park Street and the provision of a focus for bus services in the town	Chatteris MTTs (11) LP15	TBC	Developer/CCC/Others	Cambs Highways	
CHAT6.7	Improve bus stop facilities to be Disability Discrimination Act (DDA) compliant	Improved access to services for the elderly and disabled	Chatteris MTTs (16) LP15	Dependent on works required	Developer funded??CCC??	Cambs Highways	Review completed 2014 – not needed
CHAT6.8	Improvements to local transport links	To enable easier movement	Chatteris TC	TBC	Developer/CCC/Others	CCC / Bus operators / FDC	Lower priority of Chatteris TC (15/17)
	<b>Transport – Rail</b>						
CHAT7.1	Bus link between Chatteris and Manea rail station	To enable more sustainable access to the rail service at Manea	Chatteris TC	TBC	Developer/CCC/Others	CCC / Bus operators / FDC	
	<b>Transport – Road</b>						
CHAT8.1	Southern link road	To link A141 and A142 to the south of the town	Chatteris TC	TBC	Developer / Others	Cambs Highways	Lower priority of Chatteris TC (16/17)
CHAT8.2	New accesses from	To serve the North and South	FLP LP10	TBC	Developer	Cambs	Critical

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	the A142	Chatteris urban extensions				Highways	
CHAT8.3	High Street improvements	Improve pedestrian safety and a better environment for all users	Chatteris MTTs (18) LP15	TBC	Developer/CCC/Others	Cambs Highways	
CHAT8.4	Improved A142 junction with New Road	Investigation of how to improve safety at accident cluster site	Chatteris MTTs LP15	TBC	Developer/CCC/Others	Cambs Highways	
CHAT8.5	Improved lighting on Wood Street, Railway Lane and King Edward Road.	Improve safety for pedestrians, cyclists and all road users	Chatteris MTTs (5, 15,17)) LP15	TBC	Developer/CCC/Others	Cambs Highways	Part completed
CHAT8.6	Improved signing for safety within the MTTs area	Improve awareness of hazards and reduce accident rates	Chatteris MTTs (23) LP15	TBC	Developer/CCC/Others	Cambs Highways	
	<b>Utilities &amp; Flood Risk</b>						
CHAT9.1	Electricity - upgrade to existing 33kV network required 2016-2020 Upgrade to existing network	To cater for future growth	Aecom - Stage 2	TBC	Developer / UK Power Networks	UK Power Networks	Critical
CHAT9.2	Sewage network improvements required in order to get waste water from sites to WRC	To cater for future growth	Stage 2a WCS	TBC	Developer	Anglian Water	Critical
CHAT9.3	Superfast Broadband	To improve internet connections	Aecom - Stage 2 LP13	TBC	Grant Funding/CCC/Telephone Companies	Telephone Companies	Started Part of FDC Cambridgeshire and Peterborough Broadband Together (CPBT)

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CHAT9.4	Gas - upgrades to Low and Medium Pressure systems	Ensure sufficient supplies	Aecom - Stage 2 LP13	TBC	Developer / National Grid	National Grid	Critical Could be some supply constraints on the Low Pressure and Medium Pressure systems throughout the district
	<b>Wildlife &amp; Biodiversity</b>						
CHAT10.1	Planting of trees and hedgerows along roads & streets and create wildlife havens, ponds etc	To attract wildlife	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Medium priority of Chatteris TC (10/17) Provide grants to encourage those who wish to carry out planting
CHAT10.2	Replacement of the disabled access boardwalk at Welches Dam	In need of replacement	Wildlife Trust	£30-40,000 TBC	Developer / Others	Wildlife Trust	
CHAT10.3	New bird hide at Welches Dam	In need of replacement	Wildlife Trust	£30-40,000 TBC	Developer / Others	Wildlife Trust	
	<b>Other</b>						
CHAT11.1	Sculptures to be sited in & around Chatteris	Increase interest and visitors	Chatteris TC	TBC	Developer/ Others	FDC / Chatteris TC	Lower priority of Chatteris TC (14/17) Town and recreation areas to be open to a competition from artists

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CHAT11.2	Hotel with conference facilities on Fenton Way or Fenland Way	Provide facility, employment & increase visitors	Chatteris TC	TBC	Developer	Developer	Lowest priority of Chatteris TC (17/17)
	<b>March</b>						
	<b>Community Facilities</b>						
MAR1.1	Enhanced library provision (resources and fit out) requiring extension to existing building	To ensure sufficient facilities are provided for library as a community hub	Cambs CC LP13	£1,000,000	Developer / CCC	CCC Libraries	
MAR1.2	Community space (430sqm)	Space for community development/ interaction	Aecom - Stage 2 LP13	TBC	Developer/CCC/Others	CCC / FDC	
MAR1.3	Community space (100sqm)	Space for community development/ interaction	Aecom - Stage 2 LP13	TBC	Developer/CCC/Others	CCC / FDC	
	<b>Education</b>						
MAR2.1	3FE Primary School - West March	Primary Schools - Demographic Pressures	CCC Education	£12,000,000	Developer	CCC Education	Critical Part of Strategic Allocation
MAR2.2	3FE Primary School - South East or South West	Primary Schools - Demographic Pressures	CCC Education	£12,000,000	Developer	CCC Education	Critical Part of Strategic Allocation /BLG
MAR2.3	1FE expansion of Maple Grove and Westwood	Primary Schools - Demographic Pressures	CCC Education	£4,000,000	Developer / CCC	CCC Education	Critical

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR2.4	8-10 FE Secondary capacity to serve March & Wisbech (only one facility at March OR Wisbech)	Secondary schools - Demographic Pressures	CCC Education	£42,000,000	Developer / CCC	CCC Education	Critical Location of new facilities to be determined
	<b>Health Facilities</b>						
MAR3.1	Increase capacity within the March Surgeries	To ensure sufficient facilities are provided	NHS England and CCG Aecom - Stage 2 LP13	TBC	Developer/ Others	NHS England and CCG	Critical - subject to detailed evaluation
MAR3.2	3 x additional Dentists	To ensure sufficient facilities are provided	Aecom - Stage 2 LP13	TBC	Developer/ Others	NHS England and CCG	Critical - subject to detailed evaluation
MAR3.3	1 x Pharmacy	To ensure sufficient facilities are provided	Aecom - Stage 2 LP13	TBC	Developer/ Others	NHS England and CCG	Critical - subject to detailed evaluation
	<b>Open Space &amp; Recreation</b>						
MAR4.1	March Country Park	To address deficiency in strategic open space	LP9 & LP13	TBC	Developer/ Others	FDC	
MAR4.2	Open space provision	To address deficiency in open space	March TC	TBC	Developer/ Others	FDC	
MAR4.3	Sports court in existing facility	Space for community development/ interaction	Aecom - Stage 2	TBC	Developer/FDC/Others	FDC	
MAR4.4	Robingoodfellows POS - Junior play area - new play equipment	To improve facilities - new swing sets and surfacing	FDC Leisure	£20,000	Developer/ Others	FDC	Replacement within 5-10 years
MAR4.5	Robingoodfellows	To improve facilities	FDC Leisure	£40,000	Developer/ Others	FDC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	POS - Junior play - provide Multi Use Games Area (MUGA)						
MAR4.6	The Avenue POS – Junior area - provide Multi Use Games Area (MUGA)	To improve facilities Provide Multi Use Games Area (MUGA)	FDC Leisure	£40,000	Developer/ Others	FDC	
MAR4.7	West End Park – Increase size and facilities of Junior area	To improve facilities – currently at capacity	FDC Leisure	£30,000	Developer/ Others	FDC	Install further double bay swings flat/cradle, basket swing, spinners
MAR4.8	West End Park - updated Skate Park	Units approaching end of serviceable life	FDC Leisure	£100,000	Developer/ Others	FDC	Remove existing and install concrete skate/BMX plaza.
	<b>Transport – Cycle/foot</b>						
MAR5.1	Segregated footpaths & cycleways	Produce modal shift between residential and service areas	March TC	TBC	Developer/CCC/Others	Cambs Highways	
MAR5.2	Shared foot / cycle path on western side of Elwyn Road between Elwyn Court and Wherry Close	Encourage walking & cycling to GP surgery & town centre	March MTTs (W1 & C4d) LP15	£50,000	Developer/CCC/Others	Cambs Highways	Part complete – footway provided Continuation of existing Elwyn Rd shared use cycle / footpath
MAR5.3	Footpath widening on Elwyn Road along riverside	Improve walking to from town centre to east of town	March MTTs (W1) LP15	TBC	Developer/CCC/Others	Cambs Highways	To possibly include a cantilevered footpath over the

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
							river bank to improve the walkway
MAR5.4	Footpath on northern side of Estover Road	Improve pedestrian convenience & safety	March MTTS (W2) LP15	£30,000	Developer/CCC/Others	Cambs Highways	
MAR5.5	Study for foot / cycle path on north side of Norwood Road Bridge	Improve pedestrian convenience & safety	March MTTS (W3) LP15	£10,000	Developer/CCC/Others	Cambs Highways	Feasibility stage Programmed for delivery 2015/16
	Foot / cycle path on north side of Norwood Road Bridge	Improve pedestrian convenience & safety	March MTTS (W3) LP15	£80,000 - £250,000	Developer/CCC/Others	Cambs Highways	Dependent on outcome of feasibility study
MAR5.6	Steps leading down to the river to the southwest of Broad Street	Improve access to the riverside	March MTTS (TC4) LP15	TBC	Developer/CCC/Others	Cambs Highways	
MAR5.7	Footpath connecting Nightall Drive to Marwick Road	Improve pedestrian & disabled convenience & safety	March MTTS (W4) LP15	£100,000	Developer/CCC/Others	Cambs Highways	
MAR5.8	Pedestrian crossing of Station Road in vicinity of County Road	Improve pedestrian convenience & safety	March MTTS (W5) LP15	£60,000	Developer/CCC/Others	Cambs Highways	Provide when justified by numbers
MAR5.9	Footpath near police station	Improve pedestrian convenience & safety	March MTTS (W6) LP15	£3,000	Developer/CCC/Others	Cambs Highways	At design stage
MAR5.10	Works to 'Old Railway Path' across Stow Fen on eastern edge of town:	Improve convenience & safety for users	March MTTS (W7) LP15	£75,000	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Resurface with planings, drainage & vegetation control & dedicate route as bridleway						
MAR5.11	Upgrade paths along river to the east of March including under railway bridge as far as sewage works	Improve convenience & safety for users	March MTTTS (W8) LP15	£25,000	Developer/CCC/Others	Cambs Highways	
MAR5.12	Upgrade Shepperson's Bridge	Improve convenience & safety for future pedestrian / cycle links	March MTTTS (W9) LP15	£35,000	Developer/CCC/Others	Cambs Highways	
MAR5.13	Burrowmoor Loop – connect Footpath 15 to Gaul Road / Burrowmoor Road	Provide continuous circular walk	March MTTTS (W10) LP15	£25,000	Developer/CCC/Others	Cambs Highways	Liaison with landowners required
MAR5.14	Old River Nene North Bank Gap – reconnection of Footpath 15	Provide continuous circular walk	March MTTTS (W11) LP15	£25,000	Developer/CCC/Others	Cambs Highways	Liaison with landowners required
MAR5.15	Gault Bank surface improvements	Improve recreational value of byway	March MTTTS (W12) LP15	£40,000	Developer/CCC/Others	Cambs Highways	
MAR5.16	Solar-powered stud lights on eastern side of A141 bridge over railway	Improve convenience & safety for users	March MTTTS (W13) LP15	£2,000	Cambs CC	Cambs Highways	Completed
MAR5.17	Definitive town centre map of legal rights of way	Improve convenience & safety for users and resolve legal disputes	March MTTTS (W15) LP15	£20,000	Developer/CCC/Others	Cambs Highways	
MAR5.18	Footway on	Improve convenience & safety	March MTTTS	£250,000	Developer/CCC/Others	Cambs	



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	approach to Creek Road level crossing on both sides	for users	(W16) LP15			Highways	
MAR5.19	Cycle route from railway station to town centre along B1101 (southbound)	Improve convenience & safety for cyclists	March MTTTS (C1a) LP15	£15,000	Developer/CCC/Others	Cambs Highways	
MAR5.20	Signed cycle route from Broad Street (town centre) to railway station (northbound)	Improve convenience & safety for cyclists	March MTTTS (C1b) LP15	£1,000	Developer/CCC/Others	Cambs Highways	Completed 1) Signed route via Broad Robingoodfellow's Lane, NCR path to station 2)solar powered stud lights to be installed
MAR5.21	Signed cycle route from railway station to Marylebone Road footbridge	Improve convenience & safety for cyclists	March MTTTS (C1c) LP15	£5,000	Cambs CC	Cambs Highways	Completed Include warning signs at junction of Marylebone Road with Dartford Road for motorists
MAR5.22	Signed cycle route from railway station to Wigstone's Bridge and town centre	Improve convenience & safety for cyclists	March MTTTS (C1d) LP15	£1,000	Cambs CC	Cambs Highways	Completed
MAR5.23	Cycle route from railway station to Estover Road along B1101	Improve convenience & safety for cyclists	March MTTTS (C1e) LP15	£7,000	Developer/CCC/Others	Cambs Highways	Part completed
MAR5.24	Shared foot/cycle	Improve convenience & safety	March MTTTS	£670,000 for	Developer/CCC/Others	Cambs	Completed

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	path on B1101 Wimblington Road between Job's Lane and Lambs Hill Drove	for cyclists	(C2a) LP15	scheme to date		Highways	
MAR5.25	Shared foot/cycle path on B1101 Wimblington Road between Lambs Hill Drove and A141/Wimblington Rd roundabout	Improve convenience & safety for cyclists & pedestrians	March MTTs (C2b) LP15	£670,000 for scheme to date	Developer/CCC/Others	Cambs Highways	Completed To include widening of footway, creating safer crossing of the A141 and introducing solar-powered stud lights on the shared use path
MAR5.26	Upgrade A141 / B1101 roundabout to 40mph signs on B1101 March Road including shared foot/cycle path	Improve convenience & safety for cyclists & pedestrians	March MTTs (C2c) LP15	£670,000 for scheme to date	Developer/CCC/Others	Cambs Highways	Completed Upgrade existing splitter island with longer and wider version to facilitate safe crossing of the southeast arm of the A141
MAR5.27	Shared foot/cycle path on March Rd, Wimblington between 40mph signs (south of r/about) & Honeymead Road, Wimblington	Improve convenience & safety for cyclists & pedestrians	March MTTs (C2d) LP15	£200,000	Developer/CCC/Others	Cambs Highways	To include widening of footway, creating safer crossing of the A141 and introducing solar-powered stud lights on the shared use path
MAR5.28	Shared foot/cycle	Improve convenience & safety	March MTTs	£200,000	Developer/CCC/Others	Cambs	To include

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	path on March Road, Wimblington between Honeymead Road and B1093 Old Station Way	for cyclists & pedestrians	(C2e) LP15			Highways	widening of footway, creating safer crossing of the A141 and introducing solar-powered stud lights on the shared use path
MAR5.29	Signed cycle routes from west March area to town centre	For the convenience & safety of cyclists & pedestrians	March MTTS (C3a) LP9, LP15	£1,000	Developer	Cambs Highways	Part of LP West March Strategic Allocation
MAR5.30	Shared use cycleway across Gaul Road recreation ground from Ellingham Avenue towards town centre	Improve convenience & safety of cyclists & pedestrians	March MTTS (C3b) LP15	£70,000	Developer/CCC/Others	Cambs Highways	
MAR5.31	Shared use cycle-path along southern perimeter of West End Park & between The Chase and Brewin Avenue	Improve convenience & safety of cyclists & pedestrians	March MTTS (C3c) LP15	£70,000	Developer/CCC/Others	Cambs Highways	
MAR5.32	Widen & provide shared cycle path in West End Park, & riverside path between footbridge and Acre Road	Improve convenience & safety of cyclists & pedestrians	March MTTS (C3d) LP15	£100,000?? £3,000	Developer/CCC/Others	Cambs Highways	Completed
MAR5.33	Multiple access	For the convenience & safety of	March MTTS	TBC	Developer	Cambs	Critical

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	links between West March strategic allocation and existing cycle / road network	cyclists & pedestrians	(C3e) LP15	Developer to provide		Highways	
MAR5.34	Upgrade link (Public Right of Way 156/12) from West March strategic allocation to The Avenue (South of Coronation Close)	For the convenience & safety of cyclists & pedestrians	March MTTs (C3f) LP15	TBC Developer to provide	Developer/CCC/Others	Cambs Highways	
MAR5.35	Pedestrian /cycle bridge across Old River Nene (between West End Park footbridge and A141) river	For the convenience & safety of cyclists & pedestrians and allow more sustainable movement throughout town	March MTTs (C3g) LP9, LP15	TBC	Developer/CCC/Others	Cambs Highways	Critical Options to be considered as part of design to develop most appropriate solution Required as part of West March LP allocation
MAR5.36	Cycle route improvements along B1101 between Neale-Wade Academy & town centre	For the convenience & safety of cyclists & pedestrians	March MTTs (C4a) LP15	£15,000	Cambs CC	Cambs Highways	Review and refresh existing cycle routes in South March In progress – to be completed 2015/16
MAR5.37	Chapel St lighting improvements	For the convenience & safety of highway users	March MTTs (C4b) LP15	£25,000 – street lighting £5,000 – stud lighting	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR5.38	Consolidate signing of cycle route from Neale-Wade to Wigstone's Bridge & town centre	Improve convenience & safety for cyclists	March MTTs (C4c) LP15	TBC	Developer/CCC/Others	Cambs Highways	
MAR5.39	Pedestrian/cycle crossing at the junction of St Peters Road / Upwell Road / Elwyn Road / Eastwood Avenue	For the convenience & safety for cyclists & pedestrians	March MTTs (C4c) LP15	TBC Dependent on survey work	Developer/CCC/Others	Cambs Highways	
MAR5.40	Cycle route improvements to B1099 Wisbech Road between Peas Hill roundabout and Marylebone Road	For the convenience & safety of highway users	March MTTs (C5a) LP15	£15,000	Developer/CCC/Others	Cambs Highways	
MAR5.41	Upgrades to provide shared cycle/ footpath on A141, from Peas Hill roundabout to Tesco's entrance on Hostmoor Avenue	For the convenience & safety for cyclists & pedestrians	March MTTs (C5b) LP15	£150,000	Developer/CCC/Others	Cambs Highways	Part started
MAR5.42	Cycle route improvements along Norwood Road from Wisbech Road to and along Hostmoor Avenue	For the convenience & safety for cyclists	March MTTs (C5c) LP15	£13,000	Developer/CCC/Others	Cambs Highways	
MAR5.43	Cycle route improvements	For the convenience & safety for cyclists	March MTTs (C5d)	£80,000 – 250,000	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	along Norwood Road to B1101 Elm Road		LP15				
MAR5.44	Cycle / foot bridge over rail line in Russell Avenue	Provide easier access to Hostmoor Avenue	March MTTs (C5e) LP15	TBC	Developer/CCC/Others	Cambs Highways	Scheme benefits subject to further assessment
MAR5.45	Multiple foot /cycle access links between South East March strategic allocation and existing cycle / road network	For the convenience & safety for cyclists & pedestrians	March MTTs (C6a) LP15	TBC Developer to provide	Developer	Cambs Highways	Critical
MAR5.46	Upgrade Barkers Lane to high quality tarmaced cycleway between north-west and north-east corners of strategic allocation	For the convenience & safety for cyclists & pedestrians	March MTTs (C6b) LP15	TBC Developer to provide	Developer	Cambs Highways	Critical
MAR5.47	Multiple foot /cycle access links between any development in Estover Road area to existing cycle / road network	For the convenience & safety for cyclists & pedestrians	March MTTs (C7a) LP15	TBC Developer to provide	Developer	Cambs Highways	
MAR5.48	Pedestrian/cycle bridge over river in the east area of March in vicinity of Swallow Way and	For the convenience & safety for cyclists & pedestrians and allow more sustainable movement throughout town	March MTTs (C7b) LP15	TBC	Developer/CCC/Others	Cambs Highways	Options to be considered as part of design to develop most appropriate

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Waterside Gardens						location & solution
MAR5.49	Upgrade signing for NCN Route 63 in and around March	For the convenience & safety of cyclists & improve tourism	March MTTTS (C8a) LP15	£2,000	Developer/CCC/Others	Cambs Highways	
MAR5.50	Upgrade NCN Route 63 between Whitemoor Prison and Twenty Foot Road	For the convenience & safety of cyclists & improve tourism	March MTTTS (C8b) LP15	£40,000 - £120,000	Developer/CCC/Others	Cambs Highways	Resurface with planings, drainage and vegetation control - £40K Hard tarmaced surface - £120K
MAR5.51	Improve NCN Route 63 between Twenty Foot Road and Long Drove	For the convenience & safety of cyclists & improve tourism	March MTTTS (C8c) LP15	£55,000 – breakdown?	Developer/CCC/Others	Cambs Highways	Resurface with planings, drainage and vegetation control
MAR5.52	Cycle route improvements in the town centre including 20mph zone	For the convenience & safety of cyclists	March MTTTS (C9) LP15	£30,000	Developer/CCC/Others	Cambs Highways	
MAR5.53	Additional cycle parking at key locations in the town and MTTTS strategy area	Reduce fear of bike theft and encourage cycle use	March MTTTS (C10a) LP15	£10,000	Developer/CCC/Others	Cambs Highways	
MAR5.54	Creation of a March Cycle Forum	Encourage cycle use in the interests of sustainable travel	March MTTTS (C10b) LP15	£2,000	Developer/CCC/Others	Cambs Highways	
MAR5.55	Bike-ability cycle training	Encourage cycle use in the interests of sustainable travel	March MTTTS (C10c) LP15	£2,000	Developer/CCC/Others	Cambs Highways	
MAR5.56	March cycle map and brochure	Encourage cycle use in the interests of sustainable travel	March MTTTS (C10d) LP15	£5,000	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR5.57	Event to promote cycling in March	Encourage cycle use in the interests of sustainable travel	March MTTs (C10e) LP15	£5,000	Developer/CCC/Others	Cambs Highways	Complete
MAR5.58	Cycle/pedestrian bridge over river in town centre area	For the convenience & safety for cyclists & pedestrians	March MTTs (C11) LP15	£500,000–£2,500,000	Developer/CCC/Others	Cambs Highways	Options to be considered to develop most appropriate location & solution
<b>Transport – Bus</b>							
MAR6.1	New bus station in the town centre	Improve congestion in town centre	March MTTs (PT8) LP15	TBC	Developer/CCC/Others	FDC / Bus operators	
MAR6.2	Improve information about public and community transport services	Increase use of more sustainable modes of travel	March MTTs (PT10) LP15	£5,000	CCC / FDC	FDC	On-going
<b>Transport – Rail</b>							
MAR7.1	Reintroduction of March to Wisbech railway line	Improve sustainable connectivity	FDC Rail Strategy March MTTs (PT6) LTTS LP15	£50-75m	LEP/ CCC / Others	LEP/ Cambs CC /Network Rail/Rail Operator	GRIP 2 study and Outline Business Case work complete. GRIP 3 study to be commissioned
MAR7.2	Improvements at Station Approach at station including marking out bays, improving surfacing & lighting	For the convenience & safety of all users	March MTTs (PT1a) LP15	£5,000+	Hereward CRP for initial masterplan	FDC/Network Rail/Rail Operator	Masterplan developed – to start 2015/16



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	and possible CCTV						
MAR7.3	Study for improved interchange facilities March Railway Station forecourt and vicinity	For the convenience & safety of all transport users	March MTTs (PT1b) LP15	Up to £15,000	Developer/CCC/Others	FDC/Network Rail/Rail Operator	Masterplan developed – to start 2015/16
MAR7.4	Improved interchange facilities March Railway Station forecourt and vicinity	For the convenience & safety of all transport users	March MTTs (PT1b) LP15	TBC	Developer/CCC/Others	FDC/Network Rail/Rail Operator	Masterplan developed – to start 2015/16
MAR7.5	Additional car parking in vicinity of railway station	For the convenience & safety of all transport users	March MTTs (PT1c) LP15	£5,000+	Developer/CCC/Others	FDC/Network Rail/Rail Operator	Masterplan developed – to start 2015/16
MAR7.6	Parking and safety improvements in the vicinity of the railway station including on Station Road	For the convenience & safety of all highway users	March MTTs (PT2a) LP15	TBC	Developer/CCC/Others	FDC/Network Rail/Rail Operator Cambs Highways	Masterplan developed – to start 2015/16
MAR7.7	Relocate and provide new bus stops south and north of the level crossing on Station Road	To reduce risk of collision at level crossing & improve bus accessibility to the station in the short term	March MTTs (PT2b) LP15	TBC	Developer/CCC/Others	FDC/Network Rail/Rail Operator Cambs Highways / bus operator	
	<b>Transport - Road</b>						
MAR8.1	Eastern Bypass / Third River Crossing	New road & bridge over the River Nene (Old Course) to east of the town to relieve congestion	March TC March MTTs LP13 – Aspirational	TBC	Developer funded	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR8.2	New access(es) from A141 to West March area	To serve the West March urban extension	LP9	TBC	Developer funded	Cambs Highways	Critical
MAR8.3	Speed reduction measures on B1099 Upwell Road, in vicinity of junction with Cavalry Drive	Improve highway safety for all users	March MTTs (S1) LP15	£50,000	Developer/CCC/Others	Cambs Highways	Completed
MAR8.4	School warning signs on Burrowmoor Road, outside primary school	Improve highway safety for all users & especially children	March MTTs (S2) LP15	£15,000	Developer/CCC/Others	Cambs Highways	
MAR8.5	Traffic lights/roundabout at Gaul Road/ A141 junction	Improve highway safety for all users	March MTTs (S3) LP15	TBC Developer to provide	Developer funded	Cambs Highways	Both roundabout and traffic light system granted planning permission
MAR8.6	Reduction in speed limit from 50mph to 40mph along A141 Wisbech Road through Westry	Improve highway safety for all users	March MTTs (S4) LP15	£5,000	CCC and March TC	Cambs Highways	Completed Funding by Cambs CC and March TC
MAR8.7	Feasibility study for junction improvements on A141 between Peas Hill roundabout and Cobblestones access including Hostmoor Avenue junction	Improve highway safety and convenience for all users	March MTTs (S5) LP15	£15,000	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR8.8	Car park management strategy for areas in and surrounding the railway station	Improve car parking provision	March MTTTS (S8) LP15	TBC	Developer/CCC/Others	Cambs Highways	Started NCP car park space
MAR8.9	Town centre improvements	Improve highway safety and convenience for all users and enhanced public realm	March MTTTS (TC1) LP15	TBC	Developer/CCC/Others	Cambs Highways	Refer to March MTTTS for details
MAR8.10	Town centre improvements (smaller scale): New parking arrangements on Broad St Re-phase traffic signals Traffic island in High Street (opp. Iceland)	Improve highway safety and convenience for all users and enhanced public realm	March MTTTS (TC8) LP15	TBC	Developer/CCC/Others	Cambs Highways	
MAR8.11	Speed restrictions on Twenty Foot Road junction with A141	Improve highway safety and convenience for all users	March MTTTS (S10) LP15	£800,000	Developer/CCC/Others	Cambs Highways	
MAR8.12	Reduce speed limit on Wisbech Road from 40mph to 30mph between the Peas Hill Roundabout and Norwood Road	Improve highway safety and convenience for all users	March MTTTS (S11) LP15	£5,000?	Developer/CCC/Others	Cambs Highways	Completed
MAR8.13	New arrangements for taxi ranks in town centre	Improve highway safety and convenience for all users	March MTTTS (PT9) LP15	£3,000	Developer/CCC/Others	Cambs Highways	Completed

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR8.14	Town wide junction improvements: A141/ Hostmoor Avenue A141 / B1099 Peas Hill roundabout B1101 Elm Road/Twenty Foot Rd High St/ Burrowmoor Rd Broad St / Station Rd / Dartford Rd Creek Rd / Sainsbury's access Creek Rd / Station Rd /Level crossing area	Improve highway safety and convenience for all users	March MTTs (TC5) LTTS LP15	£5,900,000	Developer funded	Cambs Highways	Dependent on scheme following feasibility study
MAR8.15	Northern link road (via Whitmoor Prison) from Hundred Road to Longhill Road	Improve highway safety and convenience for all users	March MTTs (TC6) LP15 LTTS March TC	£3.0m+	Developer/CCC/Others	Cambs Highways	
MAR8.16	Relocate HGV parking from town centre to March Trading Park area	To reduce impact on congestion in the Town Centre	March MTTs (TC7) LP15	TBC	Developer/CCC/Others	Cambs Highways / FDC	
MAR8.17	Gordon Avenue on-street parking	Improve parking for residents	March MTTs (TC9) LP15	£40,000	Developer/CCC/Others	Cambs Highways	
MAR8.18	Prince's Walk double yellow lines & dropped kerb	Improve parking for residents	March MTTs (TC9) LP15	£3,500	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
MAR8.19	Capacity & safety improvements to A141/Hostmoor Ave and A141/B1099 Wisbech Rd Peas Hill roundabout	Improve highway safety and convenience for all users	March MTTs (TC10) – also TC5? LP15	TBC	Developer/CCC/Others	Cambs Highways	
	<b>Utilities &amp; Flood Risk</b>						
MAR9.1	March Surface Water Flood Alleviation Scheme	Reduce risk of surface water flooding	LLFA (Cambs CC) & Env Agency	£1,146,500	Developer / others / various	LLFA (Cambs CC)	March SWMP produced (phase 1)
MAR9.2	Electricity - upgrade to primary substation (132kV)	To cater for future growth	Aecom - Stage 2	TBC	Developer / UK Power Networks	UK Power Networks	Critical Not started March substation is already close to capacity
MAR9.3	March Water Recycling Works improvements required to increase capacity in WRC	To cater for future growth	Stage 2a WCS	TBC	Developer / Anglian Water	Anglian Water	Critical
MAR9.4	Sewerage network improvements required in order to take waste water from sites to WRC	To cater for future growth	Stage 2a WCS	TBC	Developer funded	Anglian Water	Critical
MAR9.5	Superfast Broadband	To improve internet connections	Aecom - Stage 2 LP13	TBC	Grant Funding/CCC/Telephone Companies	Telephone Companies	Started Part of FDC Cambridgeshire and Peterborough

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
							Broadband Together (CPBT)
MAR9.6	Gas - upgrades to Low and Medium Pressure systems	Ensure sufficient supplies	Aecom - Stage 2 LP13	TBC	Developer / National Grid	National Grid	Critical Could be some supply constraints on the Low Pressure and Medium Pressure systems throughout the district
MAR9.7	Improvement of water level/flood risk management system in the Gaul Road area	Reduce flood risk to assist future growth in sub-catchment	MLC	TBC	Developer	MLC / March Third DDC	
	<b>Wildlife &amp; Biodiversity</b>						
MAR10.1							
	<b>Other</b>						
MAR11.1	Environmental enhancement scheme in town centre	To regenerate the town centre to attract key retailers	March TC	TBC	Developer / others / various	Cambs Highways / FDC	Part of re-development of run down areas in town centre
	<b>Whittlesey</b>						
	<b>Community Facilities</b>						
WHIT1.1	Enhanced library provision (resources and fit	To ensure that facilities keep pace with population growth	CCC	£105,000	Developer/CCC	CCC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	out) with no physical changes to existing building						
	<b>Education</b>						
WHIT2.1	1FE expansion of existing Secondary School provision	Demographic pressures	CCC	£4,200,000	Developer/CCC	CCC	Critical
WHIT2.1	1FE expansion of existing Primary School provision	Demographic pressures	CCC	£4,000,000	Developer/CCC	CCC	Critical
	<b>Health Facilities</b>						
WHIT3.1							
	<b>Open Space &amp; Recreation</b>						
WHIT4.1	Sports court in existing facility	Space for community development/ interaction	Aecom - Stage 2 LP11, LP13	TBC	Developer / FDC / Others	FDC	Started?
WHIT4.2	Tower Field POS – Junior area	Equipment in need of replacement	FDC Leisure	£50,000	Developer / Others	FDC	Required within 3-8 years. New swing sets, multi play, spinners. Safety surfacing.
	<b>Transport – Cycle/foot</b>						
WHIT5.1	Junction improvements at Hallcroft Road and West End, including urban realm improvements	Reduce severance caused by the A605 for pedestrian/cyclists	Whittlesey MTTs (5) LP15	£100,000	Developer/CCC/Others	Cambs Highways	
WHIT5.2	Improvements to	Reduce severance caused by the	Whittlesey	£75,000	Developer/CCC/Others	Cambs	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	A605 roundabout at Broad Street/Orchard St/Whitmore Street	A605 for pedestrian/cyclists	MTTS (6) LP15			Highways	
WHIT5.3	Improvements to Cemetery Road/A605 roundabout	Reduce severance caused by the A605 for pedestrian/cyclists	Whittlesey MTTs (7) LP15	£75,000	Developer/CCC/Others	Cambs Highways	
WHIT5.4	Produce walking/cycle map for Whittlesey.	Encourage walking & cycling	Whittlesey MTTs (8) LP15	£5,000	Developer/CCC/Others	Cambs Highways	
WHIT5.5	A605 crossing between Belmans Road and Victory Avenue	Reduce severance caused by the A605 for pedestrian/cyclists	Whittlesey MTTs (9, 10) LP15	£100,000	Developer/CCC/Others	Cambs Highways	
WHIT5.6	Improve walking leisure routes including Hereward Way & Nene Way long distance paths & routes around Brick Pits and Kings Dyke areas, and to Coates	Improve walking facilities in & around the town	Whittlesey MTTs (11) LP15	£10,000	Developer/CCC/Others	CCC, local stakeholders	Types of measures include signposting, way-marking, gates, sections of surfacing, as well as events (e.g. health walks) & information relating to walking
WHIT5.7	Improve cycle route between town centre & station using Marne Road, Hawthorne Drive, Millfield & Eastfield Drive	Improve cycling facilities for safety and to reduce car use	Whittlesey MTTs (14) LP15	£15,000	Developer/CCC/Others	Cambs Highways	Implementation stage



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WHIT5.8	Improve cycle access to the McCains site (by connecting it to the NCN63)	Improve cycling facilities for safety and to reduce car use	Whittlesey MTTs (16) LP15	£100,000	Developer/CCC/Others	Cambs Highways	
WHIT5.9	Feasibility work to widen footway next to the A605 for shared use and/or creating other cycle provision	Improve cycling facilities for safety and to reduce car use	Whittlesey MTTs (17) LP15	£5,000	Developer/CCC/Others	Cambs Highways	Implementation stage
WHIT5.10	Widen footway next to the A605 for shared use and/or creating other cycle provision	Improve cycling & pedestrian facilities for safety and to reduce car use	Whittlesey MTTs (17) LP15	TBC Dependent on feasibility work	Developer/CCC/Others	Cambs Highways	
WHIT5.11	Cycle contraflow facilities on Horsegate Lane	Improve cycling facilities for safety and to reduce car use	Whittlesey MTTs (18) LP15	£20,000	Developer/CCC/Others	Cambs Highways	
WHIT5.12	Crossing improvements at junction of Orchard Street/Gracious Street	Improve cycling & pedestrian facilities for safety	Whittlesey MTTs (19) LP15	£25,000	Developer/CCC/Others	Cambs Highways	
WHIT5.13	Cycle parking in key locations in the town including in new developments	Reduce fear of bike theft and encourage cycle use	Whittlesey MTTs (19) LP15	£10,000	Developer/CCC/Others	CCC, developers	Feasibility stage
WHIT5.14	Improve cycle signage in Whittlesey	Encourage cycle use	Whittlesey MTTs (20) LP15	£10,000	Developer/CCC/Others	CCC, partners (e.g. Sustrans)	Feasibility stage

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WHIT5.15	Complete surfacing works on NCR 63 between Stonald Road and Millenium Bridge	Provide consistent, high standard surfacing	Whittlesey MTTs (21) LP15	£120,000	Developer/CCC/Others	Cambs Highways	
WHIT5.16	Provision of cycle parking, parent waiting facilities, signage and railings at New Road Primary School	Improve Safer Routes to School facilities	Whittlesey MTTs (50) LP15	£7,600 approx	Developer/CCC/Others	CCC	
<b>Transport – Bus</b>							
WHIT6.1	Provision of hopper bus linking key areas of the MTTs area	Improve accessibility to key services	Whittlesey MTTs (23) LP15	£200,000 (approx) & £60,000 for associated infrastructure	Developer	Cambs CC, & developer	All S106 funding
WHIT6.2	Publicise access Peterborough City Hospital especially via the community car scheme and bus services	Improve accessibility to hospital	Whittlesey MTTs (3) LP15	£500	FDC, CCC, NHS, Community car scheme	FDC, CCC, NHS, Community car scheme	On-going – case study completed
WHIT6.3	Information, signs and timetables relating to public and community transport	Improve information to increase use of services	Whittlesey MTTs (24) LP15	£10,000	FDC, Cambs CC, & developer	FDC, CCC, partners	Started
WHIT6.4	Bus stop/improvements at	Improve facilities to increase use of services	Whittlesey MTTs (27) LP15	£20,000	FDC, Cambs CC, & developer	CCC, bus operators	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Eastrea Road at east end of Whittlesey						
WHIT6.5	Bus stop/improvements at Stonald Road if a service is provided	Improve facilities to increase use of services	Whittlesey MTTs (28) LP15	£20,000	FDC, Cambs CC, & developer	CCC, bus operators	
WHIT6.6	Raised kerb in Whittlesey's Market Square and/or reversal of one way system to allow existing raised kerb to be used.	Improve facilities to increase use of services	Whittlesey MTTs (29) LP15	£20,000	FDC, Cambs CC, & developer	CCC, bus operators	Started
WHIT6.7	Information about bus services and community transport & working with operators to review existing service routes and times.	Improve information to increase use of services	Whittlesey MTTs (30) LP15	£5,000	FDC, Cambs CC, developer & operators	CCC, FDC, community transport operators, bus operators	Started
	<b>Transport – Rail</b>						
WHIT7.1	Station car park upgrades	Improve rail service usage	Whittlesey MTTs (40) FDC Rail Strategy LP15	£50,000 (approx)	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	FDC/Network Rail/ Train Operating Companies	Detailed scheme being formulated – Station masterplan in progress
WHIT7.2	Extension to station car park	Improve rail service usage with potential as part of a parkway scheme	Whittlesey MTTs (40) FDC Rail Strategy	£300,000 (approx)	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	FDC/Network Rail/ Train Operating Companies	Station masterplan in progress

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
			LP15				
WHIT7.3	Station platform extension	To accommodate four car trains	Whittlesey MTTs (39) FDC Rail Strategy LP15	£500,000	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	FDC/Network Rail/ Train Operating Companies	Initial feasibility work to be complete 2015
WHIT7.4	Improve facilities at Whittlesea Station (e.g. shelters, lighting, cycle parking, security, platform access)	Improve rail service usage	Whittlesey MTTs (34) FDC Rail Strategy LP15	£20,000	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	CCC, FDC, Train Operating Companies	S106 funding for 2 ticket machines and 2 shelters signed July 2014 Station masterplan in progress
WHIT7.5	Improve access, links and signage to Whittlesea Station	Improve rail service usage	Whittlesey MTTs (37) FDC Rail Strategy LP15	£3,000	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	CCC, FDC, Network Rail, Train Operating Companies	S106 signed Feb 2015 for signage & information package including bus and taxi links
WHIT7.6	Footbridge over the platforms at Whittlesea Station	Improve rail service usage and pedestrian access	Whittlesey MTTs (38) FDC Rail Strategy LP15	£350,000	Variety: LEP/FDC/CCC Developer/Network Rail/Train Operating Companies	Network Rail, Train Operating Companies	Feasibility stage - initial feasibility work to be completed in 2015
	<b>Transport - Road</b>						
WHIT8.1	Whittlesey Bypass	Provide alternative route of A605 to south of the town	LP13 - Aspirational	£30m+ (approx)	Developer funded	Cambs Highways	
WHIT8.2	Initial study re feasibility to improve the rail crossing at King's Dyke.	Relieve delays at A605 rail crossing	Whittlesey MTTs (44) LP11	£10,000	CCC / FDC / Whittlesey TC	Cambs Highways	Completed
WHIT8.3	Kings Dyke Bridge	Relieve delays at A605 rail crossing	Whittlesey MTTs (44)	£15m	CCC	Cambs Highways	3 alternative schemes

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
			LP11				considered Preferred option approved by Cambs CC E&E Committee Feb 2015
WHIT8.4	Investigate replacement of Station Road level crossing manned barriers with automatic barriers	Relieve delays and improve safety	Whittlesey MTTs LP15	£50,000	Network Rail	Network Rail	
WHIT8.5	Improve signs directing HCV's to industrial areas	Improve highway network for users	Whittlesey MTTs (45) LP15	£20,000	Developer/CCC/Others	CCC, Police	Started?
WHIT8.6	Improve Whittlesey Market Place and new bus station in Grosvenor Road	Improve town centre environment and bus service facilities	Whittlesey MTTs (48) LP15	£500,000	CCC	FDC/Cambs Highways	Completed 2015
WHIT8.7	Improve signage alerting drivers to vulnerable road users at a range of key sites – some as yet to be identified	Improve safety for vulnerable users	Whittlesey MTTs (52) LP15	TBC Dependent on scheme and location	Developer/CCC/Others	Cambs Highways	
WHIT8.8	Signs to alert drivers to elderly people at Stonald Road	Improve safety for vulnerable users	Whittlesey MTTs (53) LP15	£3,000	Developer/CCC/Others	Cambs Highways	
WHIT8.9	Signs to alert drivers to students	Improve safety for vulnerable users	Whittlesey MTTs (54)	£2,000	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	travelling to Sir Harry Smith Community College		LP15				
WHIT8.10	Investigate safety & access improvements in the Eastgate area	Improve safety for vulnerable users	Whittlesey MTTs (55) LP15	£5,000	Developer/CCC/Others	Cambs Highways	
	<b>Utilities &amp; Flood Risk</b>						
WHIT9.1	Sewer relining in Whittlesey between 2015-2020	To more efficiently dispose of foul and surface water	Anglian Water	TBC	Anglian Water	Anglian Water	Will decrease existing flows to the WRC thus providing further capacity for growth in the town
WHIT9.2	Whittlesey WRC Upgrades	Improvements required to increase capacity in WRC	WCS Stage 2a LP11	TBC	Anglian Water	Anglian Water	Critical
WHIT9.3	Whittlesey Sewerage Network Improvements	To allow disposal of foul and surface water	WCS Stage 2a LP11	TBC	Anglian Water	Anglian Water	Critical On-going
WHIT9.4	Superfast Broadband	To improve internet connections	Aecom - Stage 2 LP13	TBC	Grant Funding/CCC/Telephone Companies	Telephone Companies	Started Part of FDC Cambridgeshire and Peterborough Broadband Together (CPBT)
WHIT9.5	Gas - upgrades to Low and Medium Pressure systems	Ensure sufficient supplies	Aecom - Stage 2	TBC	Developer/National Grid	National Grid	Critical Could be some supply constraints on the Low Pressure and

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
							Medium Pressure systems throughout the district
	<b>Wildlife &amp; Biodiversity</b>						
WHIT10.1	New boardwalk at Lattersey LNR	In need of replacement & to cater for increased use	Wildlife Trust	£30,000	Developer / Others	Wildlife Trust / FDC	
WHIT10.2	New fence around the grazing paddock at Lattersey LNR	In need of replacement & to cater for increased use	Wildlife Trust	£10,000	Developer / Others	Wildlife Trust / FDC	
WHIT10.3	New fence to the northern nursery boundary at Lattersey LNR	In need of replacement & to cater for increased use	Wildlife Trust	£15,000	Developer / Others	Wildlife Trust / FDC	
WHIT10.4	Interpretation boards at Lattersey LNR	In need of replacement & to cater for increased use	Wildlife Trust	£1,500	Developer / Others	Wildlife Trust / FDC	
WHIT10.5	Various fencing repairs and gates	In need of replacement & to cater for increased use	Wildlife Trust	£5,000	Developer / Others	Wildlife Trust / FDC	
	Tree surgery work at Lattersey LNR	Upkeep of reserve for habitat management	Wildlife Trust	£7,500	Developer / Others	Wildlife Trust / FDC	
WHIT10.6	Reedbed maintenance work at Lattersey LNR	Upkeep of reserve for habitat management	Wildlife Trust	£2,500	Developer / Others	Wildlife Trust / FDC	
WHIT10.7	Grass cutting at Lattersey LNR	Upkeep of reserve for habitat management	Wildlife Trust	£2,500	Developer / Others	Wildlife Trust / FDC	
WHIT10.8	Weed control at Lattersey LNR	Upkeep of reserve for habitat management	Wildlife Trust	£3,500	Developer / Others	Wildlife Trust / FDC	
WHIT10.9	Machinery replacement at Lattersey LNR	Upkeep of reserve for habitat management	Wildlife Trust	£2,000	Developer / Others	Wildlife Trust / FDC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Other</b>						
WHIT11.1							
	<b>Wisbech</b>						
	<b>Community Facilities</b>						
WIS1.1	Enhanced library provision (resources and fit out) also requiring internal modifications to existing building	To ensure sufficient facilities are provided for library as a community hub	CCC	£450,000	Developer / CCC	CCC Libraries	
WIS1.2	Community space (430sqm)	Space for community development/ interaction	Aecom - Stage 2	TBC	Developer / CCC / FDC	CCC / FDC	
	<b>Education</b>						
WIS2.1	1FE additional places - Ramnoth	Primary Schools - Demographic Pressures	CCC Education NCC Education	£6,600,000	Developer / CCC	CCC Education	Critical
WIS2.2	1 x 3 FE Primary School – location TBC	Primary Schools - Demographic Pressures	CCC Education NCC Education	£12,000,000	Developer / CCC	CCC Education	Critical
WIS2.3	1FE expansion - Orchards	Primary Schools - Demographic Pressures	CCC Education NCC Education	£4,871,000	Developer / CCC	CCC Education	Critical
WIS2.4	New 1 x 2FE Primary – location TBC	Primary Schools - Demographic Pressures	CCC Education NCC Education	£8,770,000	Developer / CCC	CCC Education	Critical
WIS2.5	8-10 FE Secondary capacity to serve March & Wisbech	Secondary Schools - Demographic Pressures	CCC Education NCC Education	£42,000,000	Developer / CCC / NCC	CCC Education	Critical Location of new facilities to be



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	(only one facility at March OR Wisbech)						determined
	<b>Health Facilities</b>						
WIS3.1	Increase capacity of Primary Care services through either an expansion of existing facilities or new provision to replace existing GP surgery buildings	To ensure sufficient facilities are provided	NHS England and CCG	TBC	Developer / Others	NHS England and CCG	Critical Subject to detailed evaluation
WIS3.2	3 x Dentists	To ensure sufficient facilities are provided	Aecom - Stage 2 LP13	TBC	Developer / Others	CCG and NHS England	Critical Subject to detailed evaluation
WIS3.3	1 x Pharmacy	To ensure sufficient facilities are provided	Aecom - Stage 2 LP13	TBC	Developer / Others	CCG and NHS England?	Critical Subject to detailed evaluation
	<b>Open Space &amp; Recreation</b>						
WIS4.1	Burcroft Road POS – Junior area - replace all existing equipment	Facilities in need of replacement - nearing end of life	FDC Leisure	£30,000	Developer / Others	FDC	To include swing set & install climb/slide unit
WIS4.2	Wisbech Park - replace climb frame and slide	In need of replacement	FDC Leisure	£20,000	Developer / Others	FDC	Required within 5-10 years
WIS4.3	Wisbech Park - new Skate Park	Lack of facility	FDC Leisure	Circa £100,000	Developer / Others	FDC	
WIS4.4	Jasmin Close POS -	In need of upgrading -	FDC Leisure	£40,000	Developer / Others	FDC	Replace swing set,

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	replace all existing equipment	approaching end of life					install climb/slide unit
	<b>Transport – Cycle/foot</b>						
WIS5.1	Walking/cycling audits from NE Wisbech to SE Wisbech	To identify the existing barriers to walking and cycling	Wisbech MTTs (WC1) LP15	£30,000	LSTF / CCC	Cambs Highways	To be completed 2015/16
WIS5.2	Provide improved walking/cycling routes from NE Wisbech to SE Wisbech	Improve safety and convenience for cyclists & pedestrians	Wisbech MTTs (WC5 – WC9) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.3	Footpath and cycleway along the line of March-Wisbech railway	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTs (WC5) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.4	Walking/cycling route from Agricultural College area/Meadowgate Lane to town centre	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTs (WC7) LP15	TBC	Developer/CCC/Others	Cambs Highways	3 crossings across the A1101 identified for improvement
WIS5.5	Walking/cycling route from Port Area and Waterlees Ward to town centre	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTs (WC8) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.6	Cycle/walking improvements along Cromwell Road /Weasenham	Improve access, safety and convenience for cyclists & pedestrians	LP15	TBC	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Lane, Elm Road, Sandy Lane and Elm High Road						
WIS5.7	Study for pedestrian / cycle bridge over River Nene	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTTS (WC9) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.8	Provision of pedestrian / cycle bridge over River Nene	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTTS (WC9) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.9	Assess existing footpaths for shared cycle / pedestrian use	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTTS (WC10) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.10	Provide existing footpaths as shared use following assessment	Improve access, safety and convenience for cyclists & pedestrians	Wisbech MTTTS (WC10) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.11	Review cycle shelters provision in Wisbech	Reduce fear of bike theft and encourage cycle use	Wisbech MTTTS (WC11) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.12	Provide cycle shelters in Wisbech following review	Reduce fear of bike theft and encourage cycle use	Wisbech MTTTS (WC11) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS5.13	Pedestrian crossing in Chapel Road	Improve safety and convenience for pedestrians	Wisbech MTTTS (CCC Delivery Plan) LP15	£10,000	CCC	Cambs Highways	Completed
	<b>Transport – Bus</b>						
WIS6.1	Investigate rural interchanges (e.g. at locations such as	Improve accessibility and convenience for all PT users	Wisbech MTTTS (RA2) LP15	TBC	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Guyhirn) including for buses, community transport and taxi services						
WIS6.2	Provide rural interchanges (e.g. at locations such as Guyhirn) including for buses, community transport and taxi services	Improve accessibility and convenience for all PT users	Wisbech MTTTS (RA2) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS6.3	Provide an additional bus route, linked to the 66 town bus service	Improve accessibility and convenience for all bus users & reduce congestion	Wisbech MTTTS (PT1) LP8, LP15	£400,000	Developer funded (Tesco)	CCC / FDC / Bus operator	Completed Service in operation since May 2015
WIS6.4	Investigate options to improve bus station facilities and access arrangements	Improve accessibility and convenience for all bus users & reduce congestion	Wisbech MTTTS (PT3) LP8, LP15	TBC	LEP / Developer funded	CCC / FDC / Bus operator & community transport providers	In progress – Wisbech Access Study 2015/16
WIS6.5	Improve bus station facilities and access arrangements	Improve accessibility and convenience for all bus users & reduce congestion	Wisbech MTTTS (PT3) LP8, LP15	TBC	Developer/CCC/Others	CCC / FDC / Bus operator & community transport providers	Dependent on study
WIS6.6	Improve bus stops throughout the Wisbech area Includes covered	Enhance journey experience and encourage more people to use services	Wisbech MTTTS (PT4) LP15	TBC	Developer/CCC/Others	CCC / FDC / Bus operator & community	Includes covered waiting, lighting & RTPI

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	waiting, lighting & RTPI					transport providers	
	<b>Transport – Rail</b>						
WIS7.1	Reintroduction of March to Wisbech railway line including new Wisbech station	Improve sustainable connectivity	FDC Rail Strategy LTTS MTTS (PT7) LP13, LP15 Aspirational	£50-75m	LEP / Cambs CC /Network Rail/Rail Operator	LEP / Cambs CC /Network Rail/Rail Operator	GRIP 2 Study nearing completion GRIP 3 Study to be commissioned
	<b>Transport - Road</b>						
WIS8.1	Dualling of A47 between Thorney bypass and Walton Highway	Reduce congestion and increase capacity on strategic highway network	LTTS	TBC	Highways England	Highways England	Study work completed 2014 & 2015 Business case is currently low
WIS8.2	Study of options for new link road and/or river crossing to the north and west of the town	Provide capacity and improve through-town movement	Wisbech ATS Wisbech MTTS (SH1) LP8, LP15	TBC	LEP	LEP/ CCC / FDC	Critical Wisbech Access Study 2015-16
WIS8.3	Provide new link and/or river crossing to the north and west of the town	Provide capacity and improve through-town movement	Wisbech ATS Wisbech MTTS (SH1) LTTS LP8, LP15	TBC	Developer/CCC/Others	Cambs Highways	Critical Possible £6.5m via Wisbech Access Study
WIS8.4	Study for Wisbech A47 junction improvements at Broad End Road	Reduce congestion and increase capacity	Wisbech MTTS (SH2) LTTS	TBC	LEP	FDC/ Cambs Highways	Critical Wisbech Access Study 2015-16
WIS8.5	A47 junction improvements at	Improve safety & capacity - most likely as a new roundabout	Wisbech ATS Wisbech MTTS	£3m (approx)	Developer funded	Highways England /	Critical Wisbech Access

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	Broad End Road		(SH3) LP8, LP15			Norfolk Highways	Study 2015-16 Part of East Wisbech Strategic Allocation – within KLWNBC
WIS8.6	A47 junction improvements at B198 Cromwell Road roundabout	Improve capacity of roundabout	Wisbech ATS Wisbech MTTS (SH3) LP8, LP15	£2m (approx)	Developer funded	Highways England / Cams Highways	Critical Wisbech Access Study 2015-16
WIS8.7	A47 junction improvements at B198 Lynn Road roundabout	Improve capacity of roundabout	Wisbech ATS? Wisbech MTTS (SH3) LTTS LP8, LP15	TBC	Developer funded	Highways England / Norfolk Highways	Critical Wisbech Access Study 2015-16
WIS8.8	A47 junction improvements at A1101 Elm High Road roundabout	Reduce congestion and increase capacity	Wisbech ATS Wisbech MTTS (SH3) LTTS LP8, LP15	TBC	Developer funded	Highways England / Norfolk Highways	Critical Wisbech Access Study 2015-16
WIS8.9	A47 junction improvements at A141 / Guyhirn Roundabout including bridge widening	Increase capacity	Wisbech ATS Wisbech MTTS (SH3) LTTS LP8, LP15	Up to £16.5m	Highways England	Highways England	Feasibility study underway Project completion expected 2020
WIS8.10	East-West road in South Wisbech area – likely upgrade to Boleness Road/New Bridge Lane	Reduce congestion and increase capacity	Wisbech ATS Wisbech MTTS (SH5) LTTS LP8, LP15	£5m (approx)	Developer funded	Cams Highways	Critical Part of South Wisbech Broad Location – BCP approved April 2015
WIS8.11	Update traffic modelling studies	Reduce congestion and increase capacity	Wisbech MTTS (SH4)	TBC	LEP / CCC / Developer	Cams Highways	Wisbech Access Study 2015-16

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	to explore options for improving movement around Freedom Bridge roundabout including bus station access		LTTS LP15				
WIS8.12	Traffic management /signals/UTMC system at Lynn Road, Churchill Road and Cromwell Road up to Freedom Bridge	Reduce congestion and improve through- town movement	Wisbech MTTs (SH6) LP15	£ 108,000	Developer/CCC/Others	Cambs Highways	Commenced but not yet completed
WIS8.13	Improve HCV route signage	Improve safety, convenience & capacity	Wisbech MTTs (SH7) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.14	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	Improve safety, convenience & capacity	Wisbech MTTs (SH8) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.15	Provide lorry park(s) on the edge of Wisbech		Wisbech MTTs (SH8) LP15	TBC	Developer/CCC/Others	Cambs Highways	Dependent on study
WIS8.16	Study to investigate measures to improve traffic flow and safety on the A1101 Leverington Road	Improve safety & capacity	Wisbech MTTs (LH1) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.17	Measures to improve traffic flow	Improve safety & capacity	Wisbech MTTs (LH1)	TBC	Developer/CCC/Others	Cambs Highways	Dependent on investigation

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	and safety on the A1101 Leverington Road		LP15				
WIS8.18	Study to investigate measures to improve traffic management in the Peatlings Lane and West Parade areas	Improve safety & capacity	Wisbech MTTs (LH2) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.19	Measures to improve traffic management in the Peatlings Lane and West Parade areas	Improve safety & capacity	Wisbech MTTs (LH2) LP15	TBC	Developer/CCC/Others	Cambs Highways	Dependent on investigation
WIS8.20	Improve access to the College of West Anglia Isle Campus	Improve safety & access	Wisbech MTTs (LH3) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.21	Speed reduction measures around Railway Road, Fundrey Road, Victoria Road and Queens Road	Improve safety for all highway users and residents	Wisbech MTTs (LH4) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.22	Parking study - restricting parking at peak times near junction of North Brink and Chapel Road	Improve safety, congestion & access	Wisbech MTTs (LH5) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.23	Implement parking restrictions at peak times near junction of North Brink and Chapel Road	Improve safety, congestion & access	Wisbech MTTs (LH5) LP15	TBC	Developer/CCC/Others	Cambs Highways	Dependent on study



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WIS8.24	Study to consider 'home zone' type measures in Waterlees Ward specifically Bath Road/St Michaels Ave, Ollard Avenue area	Improve safety for all highway users and residents	Wisbech MTTs (LH6) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.25	Provide 'home zone' type measures in Waterlees Ward specifically Bath Road/St Michaels Ave, Ollard Avenue area	Improve safety for all highway users and residents	Wisbech MTTs (LH6) LP15	TBC	Developer/CCC/Others	Cambs Highways	Dependent on investigation
WIS8.26	Investigate introduction of advisory 20mph signage near schools	Improve safety for all highway users and children	Wisbech MTTs (LH8) LP15	TBC	Developer/CCC/Others	Cambs Highways	
WIS8.27	Provide advisory 20mph signage near schools	Improve safety for all highway users and children	Wisbech MTTs (LH8) LP15	TBC for each site	Developer/CCC/Others	Cambs Highways	Dependent on investigation
WIS8.28	Street management in Market Place	Improve safety & convenience for all highway users	Wisbech MTTs (CCC Delivery Plan) LP15	£15,000	CCC	Cambs Highways	Completed
WIS8.29	Renew and enhance visitor signing throughout town	Improve safety & convenience and encourage visitors	Wisbech MTTs (CCC Delivery Plan) LP15 Wisbech 2020 Project	£25,000	Developer/CCC/Others	Cambs Highways / FDC	For delivery 2015/16

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WIS8.30	Bridge strengthening at Nene Quay	Improve safety for all highway users	Wisbech MTTs (CCC Delivery Plan) LP15	£ 500,000	CCC	Cambs Highways	Started Phases 4 & 5
WIS8.31	Traffic signal replacement at Churchill Road / Stermyn Street	Improve safety & convenience for all highway users	Wisbech MTTs (CCC Delivery Plan) LP15	£ 172,000	CCC	Cambs Highways	
WIS8.32	Traffic signal replacement Lynn Road/ Mountpleasant Road	Improve safety & convenience for all highway users	Wisbech MTTs (CCC Delivery Plan) LP15	£ 192,000	CCC	Cambs Highways	
	<b>Utilities &amp; Flood Risk</b>						
WIS9.1	New pumping station(s) and associated drainage works as part of any large scale expansion in West Wisbech	To ensure adequate drainage of the site	North Level IDB LP8 & LP13	TBC	Developer / Others	North Level IDB / EA	Critical Subject to detailed assessment
WIS9.2	West Walton (Wisbech) WRC upgrade	To ensure sufficient capacity for future growth	WCS Stage 2a	TBC	Developer / Others	Anglian Water	Critical
WIS9.3	Wisbech Sewerage Network Improvements	To ensure sufficient capacity for future growth	WCS Stage 2a LP8, LP13	TBC	Developer / Others	Anglian Water	Critical
WIS9.4	Electricity - upgrade to primary substation 33kV (Wisbech Railway) substation	To ensure adequate electricity supply for future growth	Aecom - Stage 2 LP13	TBC	Developer / UKPN	UK Power Networks	Critical

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WIS9.5	Superfast Broadband	To improve internet connections	Aecom - Stage 2 LP13	TBC	Grant Funding/CCC/Telephone Companies	Telephone Companies	Started Part of Connecting Cambridgeshire
WIS9.6	Gas - upgrades to Low and Medium Pressure systems	Ensure sufficient supplies	Aecom - Stage 2	TBC	Developer/National Grid	National Grid	Critical Could be some supply constraints on the Low Pressure and Medium Pressure systems throughout the district
WIS9.7	Project Appraisal Report (PAR) for the South Wisbech Broad Location for Growth	To ensure adequate flood risk protection and drainage of the site	MLC	TBC	Environment Agency's Flood Defence Grant-in-Aid (FDGiA)	Hundred of Wisbech IDB / MLC / EA	Dependent on outcome of planning
	<b>Wildlife &amp; Biodiversity</b>						
WIS10.1							
	<b>Other</b>						
WIS11.1							
	<b>Benwick</b>						
BEN1.1	Benwick primary school expansion	Demographic pressures	CCC Education	£500,000	CCC / Developer	CCC	Critical Phasing 2016-2021
BEN1.2	Refer to relevant transport schemes specified above in the Chatteris and Whittlesey MTTs	Improve safety & convenience for all highway users	Chatteris MTTs Whittlesey MTTs LP15	TBC	Developer/CCC/Others	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
BEN1.3	High Street POS - Junior Play Area - replace all existing equipment	Needs upgrading	FDC Leisure	Circa £70,000	Developer / Other	FDC	Some equipment already removed Install new swings, multi play, spinners
BEN1.4	Mains gas to the village	Lack of facility	Benwick PC	TBC	Developer / Utility company	Utility company	High priority for Benwick PC
BEN1.5	Upgrades to current sewage arrangements	Poor facilities at present	Benwick PC	TBC	Developer / Anglian Water	Anglian Water	High priority for Benwick PC
BEN1.6	Provision of sustainable energy	Lack of facility	Benwick PC	TBC	Developer / Utility company	Developer / Utility company	Medium priority for Benwick PC
BEN1.7	Electricity cables to be placed underground	Improve visual amenity	Benwick PC	TBC	Developer / Utility company	Developer / Utility company	Low priority for Benwick PC
BEN1.8	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	
	<b>Christchurch</b>						
CHR1.1	Increased Mobile Phone signal within the village	Lack of coverage at present	Christchurch PC	TBC	Developer / Utility company	Utility company	
CHR1.2	Mains Gas into the village	Lack of facility at present	Christchurch PC	TBC	Developer / Utility company	Utility company	
CHR1.3	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	
	<b>Church End –</b>						

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>see also Parson Drove</b>						
CE1.1	Traffic calming/speed reduction /lighting on Main Road, Church End & Parson Drove	Improve safety for all highway users and residents	Wisbech MTTs LP15 Through consultation Nov-Dec 2015	£ 8,750	CCC / Developer / Other	Cambs Highways	
CE1.2	Improvements to the junction at Swan Bridge	Improve safety for all highway users and residents	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	Deemed urgent by Parson Drove PC
CE1.3	Footpaths along Fen Road and Sealeys Lane	Improve safety & convenience for users	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
CE1.4	Street lighting	Improve safety for all highway users and residents	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
CE1.5	Improved public transport facilities / provision	Increase availability and encourage more use	Parson Drove PC	TBC	CCC / Developer / Other	CCC / FDC / Others	
CE1.6	Play equipment for 6 to 12 year olds on the existing playing field	Provide facilities and encourage use	Parson Drove PC	TBC	Developer / Other	FDC	
CE1.7	Major refurbishment of existing village hall or new village hall	Increase availability and encourage more use	Parson Drove PC	TBC	Developer / Other	Parson Drove PC	
CE1.8	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC /CCC	CCC	To be provided with Parson Drove
CE1.9	Reduction of speed limit to 20mph outside Alderman Payne Primary School	Improve safety for all highway users and residents	Parson Drove PC Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
CE1.10	Enhancement of all sport and leisure facilities including external gym	Provide facilities and encourage use	Parson Drove PC Through consultation Nov-Dec 2015	TBC	Developer / Other	FDC	
CE1.11	Fenland Waterways Link	Improve and extend navigation opportunities	Parson Drove PC	TBC	Developer / Other	TBC	
CE1.12	More bins and post boxes within the village	To increase use of facilities	Through consultation Nov-Dec 2015	TBC	FDC/Royal Mail	FDC/Royal Mail	
CE1.13	Improvement and clearance of existing drainage ditches	Improve drainage	Through consultation Nov-Dec 2015	TBC	Developer / CCC / IDB	CCC / IDB	
CE1.14	30 mph speed limit along length of Murrow Bank / The Bank	Improve safety for all highway users and residents	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
	<b>Coates</b>						
CTS1.1	Refer to relevant transport schemes specified above in the Whittlesey MTTs	Improve safety & convenience for all highway users	Whittlesey MTTs LP15	TBC	CCC / Developer	Cambs Highways	
CTS1.2	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC / CCC/	CCC	
CTS1.3	South Green POS - Junior Play Area - replace swing set and surface	Needs upgrading	FDC Leisure	£20,000	Developer / Other	FDC	Needed within 3-5 years

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
<b>Coldham</b>							
CLD1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC/	CCC	
<b>Collett's Bridge</b>							
<b>Doddington</b>							
DOD1.1	Refer to relevant transport schemes specified above in the Chatteris MTTs	Improve safety & convenience for all highway users	Chatteris MTTs LP15	TBC	Developer/CCC/Others	Cambs Highways	
DOD1.2	Replace village street columns	Improve safety & convenience for all highway users	Doddington PC	£1,200 per column	CCC / Developer	Cambs Highways	
DOD1.3	New heating system for parish church	Improve use of church	Doddington PC	£60,000	Developer / Other	Doddington PC	
DOD1.4	Repairs/upgrades to the village hall	Improve use of village hall	Doddington PC	TBC	Developer / Other	Doddington PC	
DOD1.5	Repairs/upgrades to the Methodist Church Hall	Improve use of Methodist Church Hall	Doddington PC	TBC	Developer / Other	Doddington PC	
DOD1.6	Kitchen facilities at the Parish Church Hall	Improve use of Parish Church Hall	Doddington PC	TBC	Developer / Other	Doddington PC	
DOD1.7	Rebuilding of Scout Hall, Benwick Road	Improve use of Scout Hall	Doddington PC	TBC	Developer / Other	Doddington PC	
DOD1.8	Multi use sports surface at Benwick Road Recreation Ground	Improve sports use for villagers	Doddington PC	£50,000	Developer / Other	Doddington PC / FDC	
DOD1.9	Repairs/upgrades	Improve use of sports pavilion	Doddington PC	TBC	Developer / Other	Doddington	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	to the sports pavilion at Benwick Road Recreation Ground					PC	
DOD1.10	Repairs/upgrades to the sports pavilion at Beech Road (Abbey) Recreation Ground	Improve use of sports pavilion	Doddington PC	TBC	Developer / Other	Doddington PC	
DOD1.11	Doddington WRC Upgrade	To ensure sufficient capacity for future growth	WCS Stage 2a LP3, LP13	TBC	Developer / Other	Anglian Water	Critical
DOD1.12	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC /CCC/	CCC	
	<b>Eastrea</b>						
EAS1.1	Refer to relevant transport schemes specified above in the Whittlesey MTTs	Improve safety & convenience for all highway users	Whittlesey MTTs LP15	TBC	CCC / Developer	Cambs Highways	
	<b>Elm</b>						
ELM1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	
	<b>Foul Anchor</b>						
	<b>Friday Bridge</b>						
FB1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	



Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Gorefield</b>						
GOR1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	
	<b>Guyhirn</b>						
GUY1.1	Improvements to entrance and access roadway to Guyhirn Playing Field	Improve use of playing field	Wisbech St Mary PC	TBC	Developer / Others	Wisbech St Mary PC	
GUY1.2	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2 CCC	TBC	Developer / FDC /CCC/	CCC	
GUY1.3	Road safety measures and 30 mph speed limit for whole of Gull Road	Improve safety & convenience for all highway users	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
GUY1.4	Public Transport interchange	To increase use of services	Through consultation Nov-Dec 2015	TBC	Developer / FDC /CCC / Bus operators	CCC / Bus operators	
GUY1.5	Road Safety measures in the village	Improve safety & convenience for all highway users	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
GUY1.6	More bins and post boxes within the village	To increase use of facilities	Through consultation Nov-Dec 2015	TBC	FDC/Royal Mail	FDC/Royal Mail	
GUY1.7	Improvement and clearance of existing drainage ditches	Improve drainage	Through consultation Nov-Dec 2015	TBC	Developer / CCC / IDB	CCC / IDB	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Leverington</b>						
LEV1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC /CCC/	CCC	
	<b>Manea</b>						
MAN1.1	Station car park upgrades	Improve rail service usage	FDC Rail Strategy LTTS LP15	£20,000 (approx)?	Developer funded & available	FDC/Network Rail/Rail Operator	Detailed scheme being formulated
MAN1.2	Station platform extension	To accommodate three / four car trains	FDC Rail Strategy LTTS LP15	TBC	FDC/Network Rail/Rail Operator	FDC/Network Rail/Rail Operator	
MAN1.3	Refer to relevant transport schemes specified above in the Chatteris MTTS	Improve safety & convenience for all highway users	Chatteris MTTS LP15	TBC	CCC / Developer	Cambs Highways	
MAN1.4	Replacement of the disabled access boardwalk at Welches Dam	In need of replacement	Wildlife Trust	£30-40,000 TBC	Developer / Others	Wildlife Trust	
MAN1.5	New bird hide at Welches Dam	In need of replacement	Wildlife Trust	£30-40,000 TBC	Developer / Others	Wildlife Trust	
MAN1.6	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC /CCC/	CCC	
MAN1.7	Expansion of primary school	Demographic changes from new development	CCC	£1,500,000	Developer/CCC	CCC	Critical
	<b>Murrow</b>						
MUR1.1	Improve and hard	Improve safety & convenience	Wisbech St	TBC	Developer / Other	Wisbech St	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	surface entrance to Murrow Playing Field	for users	Mary PC			Mary PC	
MUR1.2	Provide hard surfacing for two footpaths between Front Road and Back Road	Improve safety & convenience for users	Wisbech St Mary PC	TBC	Developer / Other	Cambs Highways	
MUR1.3	Road widening, safety measures and footpath on Back Road	Improve safety for all highway users and residents	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
MUR1.4	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC	CCC	
MUR1.5	30 mph speed limit for length of Murrow Bank through Village	Improve safety for all highway users and residents	Through consultation Nov-Dec 2015	TBC	Developer / CCC	CCC	
MUR1.6	Improved street lighting in village	Improve safety for all highway users and residents	Through consultation Nov-Dec 2015	TBC	Developer / CCC	CCC	
MUR1.7	Public transport interchange at Guyhirn	To increase use of services	Parson Drove PC Through consultation Nov-Dec 2015	TBC	Developer / FDC / CCC / Bus operators	CCC / Bus operators	
MUR1.8	More bins and post boxes within the village	To increase use of facilities	Through consultation Nov-Dec 2015	TBC	FDC/Royal Mail	FDC/Royal Mail	
MUR1.9	Improvement and clearance of existing drainage ditches	Improve drainage	Through consultation Nov-Dec 2015	TBC	Developer / CCC / IDB	CCC / IDB	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Newton</b>						
NEW1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC/	CCC	
	<b>Parson Drove – see also Church End</b>						
PD1.1	Traffic calming/speed reduction /lighting on Main Road, Church End & Parson Drove	Improve safety for all highway users and residents	Wisbech MTTs LP15 Through consultation Nov-Dec 2015	£ 8,750	CCC / Developer / Other	Cambs Highways	
PD1.2	Improvements to the junction at Swan Bridge	Improve safety for all highway users and residents	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
PD1.3	Footpaths along Fen Road and Sealeys Lane	Improve safety & convenience for users	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
PD1.4	Street lighting	Improve safety for all highway users and residents	Parson Drove PC	TBC	CCC / Developer / Other	Cambs Highways	
PD1.5	Improved public transport facilities / provision	Increase availability and encourage more use	Parson Drove PC	TBC	CCC / Developer / Other	CCC / FDC / Others	
PD1.6	Play equipment for 6 to 12 year olds on the existing playing field	Provide facilities and encourage use	Parson Drove PC	TBC	Developer / Other	FDC	
PD1.7	Major refurbishment of existing village hall or new village hall	Increase availability and encourage more use	Parson Drove PC	TBC	Developer / Other	Parson Drove PC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
PD1.8	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC	CCC	
PD1.9	Reduction of speed limit to 20mph outside Alderman Payne Primary School	Improve safety for all highway users and residents	Parson Drove PC Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
PD1.10	Enhancement of all sport and leisure facilities including external gym	Provide facilities and encourage use	Parson Drove PC Through consultation Nov-Dec 2015	TBC	Developer / Other	FDC	
PD1.11	Fenland Waterways Link	Improve and extend navigation opportunities	Parson Drove PC	TBC	Developer / Other	TBC	
PD1.12	More bins and post boxes within the village	To increase use of facilities	Through consultation Nov-Dec 2015	TBC	FDC/Royal Mail	FDC/Royal Mail	
PD1.13	Improvement and clearance of existing drainage ditches	Improve drainage	Through consultation Nov-Dec 2015	TBC	Developer / CCC / IDB	CCC / IDB	
PD1.14	30 mph speed limit along length of Murrow Bank / The Bank	Improve safety for all highway users and residents	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
	<b>Pondersbridge</b>						
PON1.1	Refer to relevant transport schemes specified above in the Whittlesey MTTs	Improve safety & convenience for all highway users	Whittlesey MTTs	TBC	CCC / Developer	Cambs Highways	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	<b>Rings End</b>						
RE1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC/	CCC	
	<b>Turves</b>						
TUR1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC/	CCC	
	<b>Tholomas Drove</b>						
	<b>Tydd St Giles</b>						
TStG1.1	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC/	CCC	
	<b>Tydd Gote</b>						
	<b>Wimblington</b>						
WIM1.1	Refer to relevant transport schemes specified above in the March MTTS	Improve safety & convenience for all highway users	March MTTS LP15	TBC	CCC / Developer / Other	Cambs Highways	
WIM1.2	Shared foot/cycle path on March Rd, Wimblington between 40mph	Improve convenience & safety for cyclists & pedestrians	March MTTS (C2d) LP15	£200,000	CCC / Developer / Other	Cambs Highways	To include widening of footway, creating safer crossing of

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
	signs (south of r/about) & Honeymead Road, Wimblington						the A141 and introducing solar-powered stud lights on the shared use path
WIM1.3	Shared foot/cycle path on March Road, Wimblington between Honeymead Road and B1093 Old Station Way	Improve convenience & safety for cyclists & pedestrians	March MTTs (C2e) LP15	£200,000	CCC / Developer / Other	Cambs Highways	To include widening of footway, creating safer crossing of the A141 and introducing solar-powered stud lights on the shared use path
WIM1.4	Doddington WRC Upgrade	To ensure sufficient capacity for future growth	WCS Stage 2a LP3, LP13	TBC	Developer / Other	Anglian Water	Critical
WIM1.5	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC	CCC	
WIM1.6	Heron Road POS - Replace swing set	Needs upgrading	FDC Leisure	£12,000	Developer / Other	FDC	Needed within 2-5 years
	<b>Wisbech St Mary</b>						
WSM1.1	Upgrade two jetties with hard surfacing	Improve safety & convenience for users	Wisbech St Mary PC	TBC	Developer / Other	Wisbech St Mary PC	
WSM1.2	Expansion of Mobile Library	To increase capacity & frequency of service	Aecom Stage 2	TBC	Developer / FDC / CCC	CCC	
WSM1.3	Road safety measures and 30 mph speed limit for whole of High Road	Improve safety for all highway users and residents	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	
WSM1.4	Road Safety measures in the village	Improve safety & convenience for all highway users	Through consultation Nov-Dec 2015	TBC	CCC / Developer / Other	CCC	

Ref	Description	Reason	Identified	Cost (approx.)	Funding by whom	Lead	Status & Comments
WSM1.5	More bins and post boxes within the village	To increase use of facilities	Through consultation Nov-Dec 2015	TBC	FDC/Royal Mail	FDC/Royal Mail	
WSM1.6	Improvement and clearance of existing drainage ditches	Improve drainage	Through consultation Nov-Dec 2015	TBC	Developer / CCC / IDB	CCC / IDB	
WSM1.7	More lay equipment for young adults including a skate ramp	To increase facilities	Through consultation Nov-Dec 2015	TBC	Developer / FDC	FDC	

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

### **Representations received during targeted consultation (16th November – 14th December 2015) and changes made to the IDP following consultation**

#### **Introduction**

This report sets out a summary of the representations received during the targeted consultation on the Draft 'Fenland Infrastructure Delivery Plan (IDP) together with the Council's response to these comments. The report also sets out changes made to the IDP which were necessary or relevant as a result of comments received through the consultation process.

Fenland District Council wishes to thank all those who took the time between 16th November and 14th December 2015 to comment on the draft update of the 'Fenland Infrastructure Delivery Plan (IDP)'.

The IDP has been prepared to support the Local Plan, specifically Policy LP13 – 'Supporting and Managing the Impact of a Growing District' and together with the adopted 'Developer Contributions SPD' will be used to assist in reaching decisions on planning applications, seeking S106 contributions, identifying funding gaps, and delivering sustainable growth in Fenland. The IDP will provide information to developers, planning officers, stakeholders and providers regarding the infrastructure needed to support growth and which are likely to form the basis for S106 contributions.

#### **Consultation**

The Fenland Infrastructure Development Plan supports Policy LP13 in the Local Plan. It is in effect an evidence document rather than a Development Plan Document (DPD) or Supplementary Planning Document (SPD) and therefore does not require the same level of consultation that would be required for a DPD or SPD. Nonetheless the Council considered it important that key stakeholders and relevant organisations and bodies should be consulted in order to provide an opportunity to put forward up-to-date information and inform the IDP's contents. As a result a four week consultation was held which was in line with the Council's minimum length of consultation as set out in its Statement of Community Involvement (June 2013). Relevant county, town and parish councils were consulted as well as statutory and non-statutory infrastructure providers. Members of the Fenland Developers Forum and other developers / planning consultants whose details are held on the planning policy database were also consulted. Finally all Fenland Councillors were advised of the consultation.

## Changes to the IDP

The table below summarises all the comments received and how Fenland District Council responded to the issues raised. The table also shows any changes made to the IDP as a result of comments received. Where there are changes or no changes were made, this is clearly indicated. Any changes to the IDP are recorded in 'Change to IDP' column.

Respondent	Comment	FDC Response	Change to IDP
COM-1 Colum Fitzsimons Cambridgeshire County Council	The County Council supports the District's approach to regularly reviewing and updating the IDP and we will continue to work together to support the delivery of infrastructure arising from development and population change in Fenland. Suggested changes to the IDP are included in an amended version relating to costs and provision of education, libraries and transport.	Noted. CCC seek changes to the education and library requirements in particular and confirm that the smallest settlements will not be subject to an improvement in mobile library services: Church End, Collett's Bridge, Eastrea, Foul Anchor, Pondersbridge, Tholomas Drove and Tydd Gote	Changes made to text at paras 4.11, 4.13, 4.15, 4.29, 4.31, 4.82, 4.83 and 4.86, and in the Schedule where relevant for all settlements.
COM-2 Stephen Faulkner Norfolk County Council	Norfolk County Council welcomes the opportunity to comment on the above Fenland Infrastructure Delivery Plan and supports the purpose of the document, which will help coordinate infrastructure provision needed to support housing and employment growth in the District up to 2031.	Noted.	No changes
COM-3 Stephen Faulkner Norfolk County Council	Cross-boundary Infrastructure Comments - Education: Paragraph 4.75 (page 21) on primary schools should have reference to the need for cross boundary working on the delivery of education provision in and around Wisbech. The paragraph should make specific reference to planned housing earmarked across the border in Emneth/Walsoken (adjacent to Wisbech) for 550 dwellings, which lies	Noted.	Additional text added at 4.87 and 4.89 and IDP Schedule amended

	<p>within the administrative boundary of King’s Lynn and West Norfolk Borough Council. It should indicate that any new education facility/school will need to have regard to wider housing growth outside of the District and indicate that discussion/s have taken place with the neighbouring local education authority (Norfolk County Council) regarding the delivery of education provision. This would assist in demonstrating that Fenland District Council has satisfied its Duty to cooperate as set out in the Localism Act (2011).</p> <p>Paragraph 4.76 (Page 21) – while some reference is made in this paragraph to infrastructure pressures arising from outside of Fenland (adjacent to Wisbech), it is felt that similar amended wording as above is needed to this paragraph in order to demonstrate that the District Council has satisfied its duty to cooperate.</p> <p>Infrastructure Schedule (Page 63) Reference WIS 2.4 And 2.5 – It is unclear from the schedule and these two reference whether there are two no. 2 FE primary schools being proposed in Wisbech or just one. The schedule should make it clear the number of new primary schools needed to support housing growth in and around Wisbech. In addition it would seem sensible to amend the schedule for the two references above and WIS2.6 (under the heading “identified”) to include reference to Norfolk County Council (education) along-side the Cambridgeshire County Council reference.</p>		
COM-4	Cross-boundary Infrastructure Comments –	Noted	Additional text added at 4.15

<p>Stephen Faulkner Norfolk County Council</p>	<p>Transport: The IDP transport section is very comprehensive. For Wisbech there are 3 Trunk Road junctions with connection to Norfolk roads: - Lynn Road, Broad End Road and Elm High Road. The 'lead' is identified as Highways England/NCC (page 69), which is felt to be correct.</p>		
<p>COM-5 Janet Nuttall Natural England</p>	<p>Notes and welcomes the IDP which includes funding and delivery of green infrastructure / open space, although smaller infrastructure projects are addressed through development master plans. Support the recognition of the deficit in open space in the district and the provision of strategic open space in the form of a Country Park in March. Fully support proposals for delivery of green infrastructure and wildlife/biodiversity projects across the district. It would be useful to see implemented and proposed projects on a map in future iterations of the IDP.</p>	<p>Noted. The provision of a map indicating proposed and implemented projects will be considered (subject to available resources) in future versions of the IDP.</p>	<p>No changes</p>
<p>COM-6 Tom Gilbert- Wooldridge Historic England</p>	<p>Section 2: What is meant by infrastructure? The historic environment and specific heritage assets can form part of different infrastructure types. Roads and other transport facilities may include historic structures (such as bridges); school facilities can include historic buildings; and open/recreational spaces can contain archaeology and/or form part of the character and setting of designated heritage assets such as listed buildings and conservation areas. Heritage assets can also be described as community infrastructure in their own right (such as specific tourist attractions). We hope infrastructure projects can be identified</p>	<p>Noted. Policies in the Local Plan and national guidance underline the importance of retaining heritage assets including when these comprise infrastructure.</p>	<p>No changes</p>

	that have a positive effect on the historic environment (such as improvements to transport infrastructure and public realm, and investment in museums, visitor centres and markets), while any harm to individual heritage assets as a result of specific projects can be kept to a minimum.		
COM-7 Tom Gilbert- Wooldridge Historic England	Section 4: Infrastructure requirements and constraints This section helpfully notes the potential for heritage assets to form part of cultural and heritage attractions (paragraphs 4.86-4.88) as well as part of green infrastructure and open space (paragraph 4.90). As noted above, it can also form part of other infrastructure types and be affected by specific projects. We have not been able to assess the various infrastructure projects mentioned in this section, although we would note that road improvements in the main towns could have an impact on the historic environment. We commented on the draft Wisbech Market Town Transport Strategy in July 2014, and a copy of our response to Cambridgeshire County Council is annexed to this letter.	Noted. Policies in the Local Plan and national guidance underline the importance of retaining and not adversely impacting on heritage assets.	No changes
COM-8 Tom Gilbert- Wooldridge Historic England	Section 8: Infrastructure Delivery Schedule As with Section 4, we have not been able to assess the various infrastructure projects within the tables. We note high street and town centre improvement projects in March, Chatteris and Wisbech, all of which have the potential to benefit the historic environment and dovetail with other related projects.	Noted	No changes

<p>COM-9 Elizabeth Mugova Environment Agency</p>	<p>Water Supply Section 4.35 of the Utilities chapter states that: "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." Further to the release of the Stage 1 Outline WCS, our duties regarding the implementation of the Water Framework Directive legislation has meant that the conclusions reached in the Outline WCS may no longer be valid. Anglian Water may not have the spare capacity on their abstraction licences in order to continue to supply the growth that is forecast.</p>	<p>Noted. FDC accepts that as a result of the Water Framework Directive legislation the findings of the Stage 1 Outline WCS will need to be treated with caution as AWS may no longer have spare capacity on their abstraction licences.</p>	<p>Changes to para 4.37</p>
<p>COM-10 Elizabeth Mugova Environment Agency</p>	<p>Water Quality/Wastewater The IDP is an accurate reflection of the outcomes and conclusions from the Water Cycle Study Stage 2a. However, the WCS was released in 2011 and much of the data and information used in the report is likely to have changed. The individual infrastructure issues identified might remain the same, but the scale of those problems and/or the urgency with which they need to be addressed may have changed. Also, there is no indication in the IDP of how the quantum of growth proposed in locations across the District has changed since the WCS was written. As such, there is no way of easily checking if or how the pressures on wastewater infrastructure might have changed. The WCS does advocate an annual review of the information (7.3.2), but as far as we are aware this has not happened. Several of the studies and plans</p>	<p>Anglian Water has provided an update of the infrastructure requirements at all of the Water Recycling Centres but do not indicate that any changes are needed. The benefits of a Stage 2b (more detailed) Water Cycle Study are acknowledged but this would be subject to resource considerations by FDC.</p>	<p>No changes</p>

	<p>identified in 7.3.2 have now been updated which may alter the conclusions drawn in the WCS. Similarly, Chapter 7.4 of the WCS suggests items that should be considered in a further "2b" Detailed Study but, again, we are not aware that such a Study has been carried out.</p>		
<p>COM-11 Elizabeth Mugova Environment Agency</p>	<p>Flood Risk Management Provision It is important that the IDP recognises the importance and future requirements for flood risk management infrastructure. With new funding rules, it is expected that contributions to schemes will be necessary. The IDP should make reference to the Anglian River Basin Flood Risk Management Plan (FRMP) which will replace the Catchment Flood Management Plan (CFMP) and the aspirations for future flood defence management. The FRMP is due to be published on 22 December 2015. There are also other infrastructure delivery aspects which should take account of flood risk. For example, opportunities to provide safe evacuation routes or detailed design help to ensure that new or improved infrastructure does not increase flood risk to third parties.</p>	<p>Noted</p>	<p>Changes made to text at 4.70 and 4.73</p>
<p>COM-12 Elizabeth Mugova Environment Agency</p>	<p>Road Network New road networks have the ability to contribute towards evacuation during floods. However, they must be designed so as to not direct flood flows.</p>	<p>Noted</p>	<p>Changes made to text at 4.73</p>
<p>COM-13 Elizabeth Mugova Environment Agency</p>	<p>Utilities Infrastructure Developers and all the relevant partners must ensure that utilities infrastructure is resilient against flood risk and is developed in lower flood risk areas or suitably mitigate against flood risk e.g.</p>	<p>Noted – the location of new development will be guided by consideration of the Sequential and Exception Tests where necessary as set out in Policy LP14.</p>	<p>Additional text added at 4.39</p>

	essential infrastructure should be raised above the 0.1% plus cc over its lifetime.		
COM-14 Elizabeth Mugova Environment Agency	Social and community infrastructure When planning for social and community infrastructure, developers must ensure that the development of more vulnerable infrastructure is directed away from flood risk areas or can mitigate against flood depths. Paragraph 4.63 should read 1 in 200 (0.5%) chance in a year.	Noted – the location of new development will be guided by consideration of the Sequential and Exception Tests where necessary as set out in Policy LP14.	Text added at 4.71
COM-15 Elizabeth Mugova Environment Agency	Consenting Please note under the terms of the Water Resources Act 1991, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 9 metres of the top of the bank/foreshore of any watercourse, designated a 'main river' or tidal/sea defence.	Noted, this matter is also considered in the emerging Cambridgeshire –wide Flood and Water Supplementary Planning Document (SPD) – due summer 2016	Additional text added at 4.74
COM-16 Stewart Patience Anglian Water Services Ltd	The IDP Update outlines a range of funding sources for new and improved infrastructure. However this section does not include reference to Anglian Water's Business Planning process or the provisions of the Water Industry Act 1991.  It is important to note that water recycling centre (previously referred to as sewage or wastewater treatment works) upgrades where required to provide for additional growth are wholly funded by Anglian Water through our Asset Management Plan.  Foul network improvements (on-site and off-site) are generally funded/part funded through developer contribution via the relevant sections of	Noted	Additional text added at 4.48



	<p>the Water Industry Act 1991. The cost and extent of the required network improvement are investigated and determined when we are approached by a developer and an appraisal is carried out. There are a number of payment options available to developers. Options include deducting the revenue that will be raised from the newly connected dwellings (through the household wastewater charges) over a period of twelve years off the capital cost of the network upgrades. The developer then pays the outstanding sum directly to Anglian Water.</p>		
<p>COM-17 Stewart Patience Anglian Water Services Ltd</p>	<p>The schemes identified in the IDP Schedule were previously identified in the Council's water cycle studies which are used to inform the preparation of Anglian Water's Business Plan which is prepared once every 5 years and is approved by our regulator OFWAT.</p> <p>Any planned upgrades to water recycling centres would need to be identified in Anglian Water's Business Plan which is prepared every 5 years and approved by OFWAT.</p> <p>As set out above developers can also fund improvements to the foul sewerage network to serve specific development(s) in accordance with the requirements of the Water Industry Act 1991.</p>	Noted	Additional text added at 4.48
<p>COM-18 Graham Moore Middle Level Commissioners</p>	<p>It should be noted that many of the projects identified within the IDP may require the prior written consent of the Commissioners or administered Boards together with the appropriate contribution fee and this may need to be</p>	Noted	No change

	considered when preparing detailed schemes.		
COM-19 Graham Moore Middle Level Commissioners	The Middle Level Commissioners and administered Boards promote meaningful pre-application discussion as this enables any issues concerning flood risk/water level management, navigation and/or environmental issues to be dealt with at the earliest possible stage. The early consideration and resolution of flood risk management issues will also mean that fewer conditions relating to such issues would need to be imposed on planning permissions and that, where such conditions are imposed they can be more quickly discharged. This will lead to a substantial saving of time and costs for planning applicants, offers us, your authority and the applicant more certainty and can ensure that our respective limited resources are maximised and not wasted.	Noted	No change
COM-20 Graham Moore Middle Level Commissioners	Utilities – Water Supply The contents of item 4.34 are noted but we reiterate that water resources for other uses i.e. water abstraction to irrigate crops, maintain navigation levels, prevent deterioration of water quality and waterborne biodiversity will also need to be considered particularly if climate change becomes reality	Noted	Additional text added at 4.36
COM-21 Graham Moore Middle Level Commissioners	Utilities – Waste Water The contents of the beginning of item 4.41 do not solely refer to Whittlesey WRC but equally apply to any direct discharge into our systems. We are not aware of any discussion with AWS concerning the discharge from Whittlesey WRC. As discussed above it should not be assumed that consent will be given.	Noted	Text amended at 4.44

<p>COM-22 Graham Moore Middle Level Commissioners</p>	<p>Flood Risk Management Provision The contents of item 4.64 are noted but this is only one of many schemes that are undertaken by the Commissioners, IDBs and other RMAs to protect current and facilitate new appropriate development and growth within your Council's district and beyond.</p>	<p>Noted</p>	<p>Additional text added at 4.67</p>
<p>COM-23 Graham Moore Middle Level Commissioners</p>	<p>Infrastructure Schedule CHAT 4.3 and 4.4 - We note the content and have previously advised Chatters Town Council on this issue.</p> <p>Fenton Lode, to the west of the Superstore site, is the nearest sizable waterway to the town. However, this watercourse is not a Commissioners' watercourse and is not navigable as it is not deep enough to accommodate water borne vessels.</p> <p>To enable this would require the provision of a lock at the junction with the Commissioners' Forty Foot River, at considerable expense, and raising the water level in the Lode would significantly increase flood risk in the area particularly within western Chatteris and the 30sq km catchment that it serves unless suitable mitigation works were undertaken.</p> <p>The nearest navigable watercourse is the Forty Foot River at Dock Bridge. This is some 1.1km (0.68 miles) from the roundabout and the provision of moorings, seating, picnic areas etc is considered unlikely to increase visitors, create interest or encourage use unless it formed part of a larger amenity such as a Country Park and/or offline</p>	<p>Noted. It is accepted that the type and location of any facilities would require further detailed consideration.</p>	<p>No changes</p>

	Marina.		
COM-24 Graham Moore Middle Level Commissioners	CHAT 4.5 - Given the subject of this scheme it is assumed that the reference to the Middle Level Commissioners is an error.	Accepted.	Text amended
COM-25 Graham Moore Middle Level Commissioners	MAR 5.3 - The provision of a foot path such as that described would not be consented along this or any other riverside frontage	Accepted that the agreement of MLC or other relevant riparian owner would be required depending on the details of any scheme.	No changes
COM-26 Graham Moore Middle Level Commissioners	MAR 5.35, 5.48, 5.58 and 5.81 – These schemes potentially refer to the erection of four new bridges over the Old River Nene. However, in order to protect the existing river corridor, reduce further urbanisation and thus meet the requirements of the WFD, which promotes naturalisation of watercourses, it is considered that in addition to a new bridge for an eastern bypass only one additional bridge is likely to be recommended for consent.	Accepted that the agreement of MLC would be required depending on the details of any scheme which are likely to provide significant sustainability benefits to March, and would be subject to further detailed discussions.	No changes
COM-27 Graham Moore Middle Level Commissioners	MAR 9.1 – Since the publication of the Detailed March SWMP, the Commissioners and relevant administered Boards have promoted the potential for the suggested and encouraged improvement works to be undertaken by and/or funded by Developers but this has not occurred.	Noted. The support and encouragement for the March SWMP is welcomed and the document remains a valid consideration when assessing surface water flooding issues in March	No changes
COM-28 Graham Moore Middle Level Commissioners	It is interesting to note that within this County Council produced document two potential flood alleviation schemes were shown at Calvary County and Maple Grove Primary Schools but recent extensions or re-development by the same Council at these two locations has ignored these suggestions! In addition, the former may be being forced to discharge uphill!	Noted.	No changes

COM-29 Graham Moore Middle Level Commissioners	WISB 8.10 - Despite several requests to relevant stakeholders including your Council and Stephen Barclay MP, the Hundred of Wisbech IDB still await a formal approach on this project and the larger Masterplan being prepared for the area.	Noted. The relevant IDB and/or the MLC are to be invited to future meetings of the development of a master plan for the South Wisbech area.	No changes
COM-30 Graham Moore Middle Level Commissioners	Utilities and Flood Risk Not included within the list, but of interest to your Council, the Hundred of Wisbech IDB have, following discussion with the Highway Agency, authorised the Commissioners to progress the Project Appraisal Report (PAR) for inclusion in the Environment Agency's Flood Defence Grant-in-Aid (FDGiA) expenditure scheme to serve the South Wisbech Broad location for growth allocation.	Noted	Added as WIS9.7
COM-31 Graham Moore Middle Level Commissioners	In addition, March Third DDC is working in partnership with a developer to amend, uprate and improve its water level/flood risk management system in the Gaul Road area. The scheme will not only serve the development but will also alleviate flood risk both in Gaul Road and the area served by it to facilitate further growth in this sub-catchment. It will be funded entirely by the developer and is subject to the development receiving planning permission.	Noted	Added as MAR9.7
COM-32 Philip Raiswell Sport England	Sport England supports the inclusion of both indoor and outdoor community sports facilities as types of infrastructure to be included within this plan.  We would wish to draw attention to the work currently being carried out on behalf of Fenland District Council, to produce a Playing Pitch Strategy (PPS) and Built Facilities Strategy (BFS). These documents will assess current provision of, and	Noted. Drafts of the documents are in the final stages of preparation and will be reported to Fenland's Cabinet in due course.	Changes made to text to highlight emerging sports infrastructure requirements at 4.97

	<p>future needs for, outdoor sports facilities such as playing fields, artificial grass pitches, tennis courts, Multi Use Games Areas etc. (PPS), and indoor community sports facilities such as swimming pools, sports halls, health and fitness facilities, indoor tennis etc. (BFS).</p> <p>Draft reports are due by the end of December 2015, with finalised documents due by end of March 2016. These documents will provide robust assessments of need in line with NPPF requirements and should therefore be used to identify infrastructure requirements for sport within this updated Infrastructure Delivery Plan (IDP).</p>		
COM-33 Jacquie Richardson Benwick Parish Council	No comments	Noted	No changes
COM-34 Joanna Melton – Clerk Chatteris Town Council	The Town Council has studied and noted the summary of requirements for Chatteris in the IDP. The only comment made was disappointment that there was no mention of a bus link from Chatteris to Manea Railway Station.	Noted	CHAT6.9 added to Schedule
COM-35 Mrs Yvonne Reader Parson Drove Parish Council	Physical Infrastructure – Highways and Transport Page 13 Public Transport 4.28 There is no mention of village bus services and your support for the suggested Interchange at Guyhirn. No reference has been made to investment in waterways transport such as the proposed Fenland Waterways Link which would join up waterways in Cambridgeshire and Lincolnshire.	Noted	Additional text added at 4.30 IDP schedule amended at GUY1.4, PD1.11, MUR1.7, and CE1.11
COM-36	Waste Water - Page 16 4.43	Noted	Text amended at 4.44

Mrs Yvonne Reader Parson Drove Parish Council	This section should also include North Level Internal Drainage Board as Middle Level Commissioners area of responsibility does not cover the whole of the Fenland District.		
COM-37 Mrs Yvonne Reader Parson Drove Parish Council	Flood Risk Management Provision - Page 19 4.64 SUDS could be put in place by developers who subsequently cease to trade therefore these should be managed by Public Bodies from the outset.	Noted. Emerging policy and guidance on how SuDS should be managed in the future is being produced as part of the emerging County-wide Flood and Water SPD – due summer 2016	No changes
COM-38 Mrs Yvonne Reader Parson Drove Parish Council	Community Facilities - Page 23 4.84 There should be much more detail on how growth in rural locations will be supported in addition to the expansion of the mobile library service.	Noted	Additional text added at 4.99
COM-39 Mrs Yvonne Reader Parson Drove Parish Council	Open Space and Green Infrastructure -Page 24 4.90 We support this but more could be done in the rural areas to provide woodland and assistance with maintenance of existing rural open spaces and village greens. Page 24 4.93 - There is no mention of the 30 plus acres at Whittlesey near the new Sainsbury Store.	Noted. Provision of open space will be considered on a case by case in the assessment of planning applications and whether a contribution is required or otherwise. Where provision of open space is required the extent and type will be considered at that stage.  The proposed Sainsbury's store and Country Park are no longer going ahead and therefore this is not included in the IDP Schedule.	No changes
COM-40 Mrs Yvonne Reader Parson Drove Parish Council	Potential Funding and Delivery Options Page 25 5.3 - This should be reviewed in two years' time not three as stated. Page 28 5.22 - Again should state that CIL will not be available for the next two years.	Noted.	Text amended at 5.2 and 5.3
COM-41 Mrs Yvonne Reader Parson Drove Parish	Church End - Page 75 Church End and Parson Drove should both be under one heading and all the comments for	Noted.	Schedule amended to highlight facilities for Church End and Parson Drove are the same

Council	Parson Drove replicated under Church End.		
COM-42 Mrs Yvonne Reader Parson Drove Parish Council	Parson Drove Page 79 PD1.2 Improvements to the Swan Bridge junction should be deemed urgent in the Status & Comments section given that we have been pressing for this for over 5 years in view of the number of accidents.  Please also add the following:- The protection of businesses, shops and public houses. The enhancement of all sport and leisure facilities. The reduction of the speed limit to 20mph outside the Alderman Payne Primary School	Noted. Whilst the IDP Schedule has been amended to reflect the other change, the protection of businesses, shops and public houses would be a matter to be addressed by Local Plan policies rather than through the IDP	Schedule amended at PD1.2, CE1.2, CE1.9, PD1.9, CE1.10 and PD1.10
COM-43 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Highways & Transport section - No reference has been made to investment in waterways transport such as the proposed Fenland Waterways Link, which would join up waterways in Cambridgeshire & Lincolnshire. This should be included within the document.	Noted	Additional text added at 4.30 and CE1.11 and PD1.11
COM-44 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Section 4.43 - Should this reference North Level IDB? The Middle Level Commissioners area of responsibility does not cover the whole of the District.	Noted	Additional text added at 4.44
COM-45 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Section 4.64 - The policy should be amended so that SUDs are managed by Public Bodies such as Middle Level Commissioners or IDB's. This would provide public accountability and transparency. It would also avoid any issues where private companies responsible for SUD's cease to exist.	Noted. Emerging policy and guidance on how SuDS should be managed in the future is being produced as part of the emerging County-wide Flood and Water SPD – due summer 2016	No changes
COM-46 Cllr Gavin Booth Parson Drove and	Section 4.84 - This section is not acceptable and needs a complete rewrite to give examples of all types of infrastructure to be provided for rural	Noted	Additional text added at 4.99



Wisbech St Mary Ward	communities, such as village halls, reduced speed limits in village locations, improved leisure facilities, etc. This issue was highlighted when the Planning Inspector reviewed the Local Plan before adoption and a direction was given that this should be updated, given the lack of detail.		
COM-47 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Section 4.90 - This section should include community woodlands to be provided in rural areas.	Noted.	Additional text added at 4.106
COM-48 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Section 5.3 & 5.22 - As a further year has progressed the CIL should be reviewed in two years and not three.	Noted.	Additional text added at 5.3 to clarify review times
COM-49 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Section 5.4 - Should reference the use of Section 106 to provide funding.	Noted, but this is already stated in the IDP at para 5.3	No changes
COM-50 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	General Observation - The policy should also include the ability to use funding to protect existing shops and pubs within the rural villages.	Where infrastructure is required to support these services then they would be relevant but the support of village services is addressed more broadly through the Local Plan policies	No changes
COM-51 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Church End - should replicate the infrastructure of Parson Drove as it forms part of the same Parish	Noted	Schedule amended to replicate infrastructure for both Parson Drove and Church End
COM-52	Murrow -	Noted	Schedule amended to reflect

<p>Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward</p>	<p>Include footpath &amp; Road safety measures for Back Road. Include 30 mph speed limit for whole length of Murrow Bank through Village. Improved Street Lighting in village. Public Transport interchange at Guyhirn will benefit the village. Road Safety measures in the village. More bins and postboxes within the village. Improvement and clearance of existing drainage ditches.</p>		<p>identified need at MUR1.5 to MUR1.9 inclusive</p>
<p>COM-53 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward</p>	<p>Parson Drove &amp; Church End - Include Road safety measures and 30 mph speed limit for whole of Main Road. Include 20 mph speed zone outside of primary school. Improved Leisure and fitness facilities on the playing field such as an external gym. Public Transport interchange at Guyhirn will benefit the village. Include 30 mph speed limit along length of Murrow Bank / The Bank. Road Safety measures in the village. More bins and postboxes within the village. Improvement and clearance of existing drainage ditches.</p>	<p>Noted</p>	<p>Schedule amended to reflect identified need at PD1.9 to PD1.14 and CE1.1 to CE1.14 inclusive</p>
<p>COM-54 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward</p>	<p>Guyhirn - Include Road safety measures and 30 mph speed limit for whole of Gull Road, given the development now agreed for this area. Public Transport interchange should be a priority. Road Safety measures in the village. More bins and postboxes within the village.</p>	<p>Noted</p>	<p>Schedule amended to reflect identified need at GUY1.3 to GUY1.7 inclusive</p>

	Improvement and clearance of existing drainage ditches.		
COM-55 Cllr Gavin Booth Parson Drove and Wisbech St Mary Ward	Wisbech St Mary - Include Road safety measures and 30 mph speed limit for whole of High Road. Road Safety measures in the village. More bins and postboxes within the village. Improvement and clearance of existing drainage ditches. More lay equipment for young adults including a skate ramp.	Noted	Schedule amended to reflect identified need at WSM1.3 to WSM1.7 inclusive
COM-56 Cllr Steve Count March North Ward	Paragraphs 4.48 to 4.52 The strategy has limited itself to supply only. Constraints in many areas, probably including Fenland, regarding putting electricity into the grid are evident, with no forward planning to improve the situation. Government legislation only describes supply, however not dealing with input constraints means that energy generation plans, such as solar, are often thwarted at the first hurdle. Should we not introduce something into our concept of what is required, in order to start influencing planning.	The IDP limits itself to the infrastructure required to deliver the electricity supply generated by a variety of means. However, Local Plan policies are supportive of a range of renewable energy generation types which will contribute to the provision of new supply with each proposal to be determined on its merits. If a lack of infrastructure needed to deliver the supply is highlighted this would be included in the Schedule.	No changes
COM-57 Cllr Steve Count March North Ward	Broadband 4.54 to 4.58 This is insufficient in terms of communication. Our residents are also entitled to expect us to do something about mobile reception and mobile internet. We need to eliminate any not spots asap and enhance our coverage so that 4G is the norm throughout the area.	Noted.	Additional text added at 4.65
COM-58 Cllr Steve Count March North Ward	Paragraph 4.88. Please re check your Ofsted rating claim for COWA. Although I believe COWA is outstanding I believe their inspection 2013 rated it	Noted. COWA most recently rated as 'Good'	Text amended at 4.90

	as good.		
COM-59 Cllr Steve Count March North Ward	Paragraph 4.78 Suggest alteration: "In previous years the COWA buildings on the Isle Campus in Wisbech have been recognised to be in a poor condition."	Noted	Text amended at 4.91
COM-60 Cllr Steve Count March North Ward	Paragraph 4.83 Why do Wisbech and March require additional community libraries?	Cambs CC has confirmed that additional library facilities rather than new libraries are required due to demographic pressures.	Text and Schedule has been amended at 4.96 and MAR1.1 and WIS 1.1
COM-61 Cllr Steve Count March North Ward	Paragraph 4.83 If March and Whittlesey require additional sports courts and they can be delivered through existing facilities, why aren't they!!	An emerging study for sports facilities in Fenland is under consideration.	Text amended at 4.97
COM-62 Cllr Steve Count March North Ward	Paragraphs 4.92 and 4.93 Would like more detail to highlight the extent of the shortage of open green space which has been glossed over.	Noted	Text amended at 4.106
COM-63 Cllr Steve Count March North Ward	Section 5 covers potential funding and delivery options, yet does not mention emerging neighbourhood strategies. These may well affect funding but may also deliver some local infrastructure. Section 5 also fails to mention potential bids to various UK Government pots and directly to Europe.	Noted	Text amended at 5.2
COM-64 Cllr Steve Count March North Ward	Paragraph 5.3 The review of CIL was three years' time from when it went to council. It will not be three years when this is adopted so I would prefer a date November 2017 in this document.	Noted	Text amended to late 2017 / early 2018 at 5.3
COM-65 Cllr Steve Count March North Ward	Under open space and recreation for March. Estover which is now under local control should play into thoughts. Especially as buildings are suggested on the next door site.	Noted.	Text amended at 4.107
COM-66 Cllr Steve Count March North Ward	Despite this comment in the document; "MAR5.4 Footpath on northern side of Estover Road Improve pedestrian convenience & safety March MTTs (W2)	Noted, details of the planning proposals on adjacent land to the playing fields are still under consideration	No changes

	LP15 £30,000 Developer/CCC/Others Cambs Highways. This has not been introduced yet as a condition on the delivery of the housing at St. Johns Land adjacent to Estover. Hopefully FDC are not too late!!		
COM-67 Stephen Hodson Hodsons Chartered Surveyors	Whittlesey By Pass(WBP) Suggest the WBP is included in the next 5 year Local Transport Plan. Funding is probably available from the EU and the local LEP. In fact ,if the Wisbech to March Railway line is cancelled the funding for the WBP would be there.	The WBP is already included in the IDP at WHIT8.1 and delivery will be dependent on funding availability	No changes
COM-68 Stephen Hodson Hodsons Chartered Surveyors	Education 1000 houses are approved to be built in Whittlesey within the next 5 years.A new primary School is required. It could be built next to Aldermans Jacobs school on part of Sir Harry Smith’s site.	Cambs CC have acknowledged the need for new primary school places in Whittlesey	Text and Schedule amended at 4.86 and WHIT2.1
COM-69 John Maxey Maxey Grounds & Co	Most of the text dealing with evidence base in general terms appropriately identifies headings for infrastructure, but in general terms and not specifics that are essential for either each settlement or specific sites.  The document also identifies various funding options but again not in sufficient detail to add meaningfully to the discussion.  It is left to the development schedule to suggest for each settlement / area the infrastructure that is necessary. Concerned that this part of the document lacks significant detail – too many items that are identified as essential infrastructure are uncostered.	Noted. The purpose of the IDP is to identify the critical infrastructure necessary to deliver the Local Plan in order that these issues can be considered at the earliest opportunity, as well as other items which will help deliver growth in general. Changes in responsibilities or strategies of delivering partners and providers as well as the formulation of master plans may well mean that some elements are not required. Conversely other elements may emerge that are not currently included. As the IDP explains the list is not exhaustive and does not include all elements required for the urban extension areas and will be	No changes

	<p>There are many features that are not essential for development to be delivered – as a single example WIS 3.1 talks about land provision for expansion or new provision of GP’s facilities whereas NHS at the recent Wisbech East meetings have indicated that there is no such intention. Funding for such facilities is noted as Developers / others whereas GP surgeries are private businesses that are self funding and so no Developer contribution is appropriate. There are other similar examples covering other types of infrastructure, such as those areas providing added convenience – convenience and necessity are not the same and to be suitable for s106 agreements works have to be those without which the development would be unacceptable . An example of this is WIS6.6 – improving bus stops to enhance journey experience.</p> <p>Certain works appear illogical – In an era of SUDS where new development will be restricted to Greenfield run of rates, what is the justification for WIS9.1 a new pumping station to serve West Wisbech, where no great a volume of water will need pumping because of SUDS.</p> <p>These are a small sample of examples of unnecessary, or inappropriate requirements being listed, or inappropriate funding suggested which are likely to give grounds for inclusion in S106 requests of works that are unnecessary.</p> <p>There appears to have been insufficient work done</p>	<p>subject to change, although it attempts to provide as clear steer as possible as to what infrastructure requirements are likely to be.</p> <p>The IDP explains that funding for projects will come from a variety of sources. S106 contributions could only be achieved if they meet the three key tests set out in Regulation 122 of the CIL Regulations 2010 (as amended) namely:- 1) to make development acceptable, 2) be directly related to the development, and 3) be fairly and reasonably related in scale and kind to the development.</p> <p>As set out in the Fenland Local Plan it is important that infrastructure is provided to enable sustainable growth and to make developments acceptable in planning terms for future residents.</p> <p>Viability will be an issue in the consideration of all planning applications where S106 contributions are required.</p>	
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	<p>in assembling the document in requiring the nominating body to justify why the item is essential and why it warrants developer funding in many cases.</p> <p>I would suggest that far from being a plan for delivery this document represents a s106 shopping list, and as such is not fit for purpose.</p> <p>For FDC area where viability is stretched the inclusion of unnecessary requests for infrastructure will act as a barrier to development and delivery of the adopted housing supply rates. They are more likely to frighten potential developers away from sites than aid delivery.</p>		
COM-70 Sarah Randall Renewable Energy Systems Limited	RES are disappointed that the Fenland Infrastructure Delivery Plan does not consider renewable energy despite discussing gas and electricity. This is not consistent with the requirements of the NPPF and the WMS (Written Ministerial Statement of 18 <sup>th</sup> June 2015) providing a positive and proactive approach regarding renewable development.	Noted. Electricity is produced from a variety of sources including renewable energy sources such as wind turbines. The purpose of the IDP is to identify whether the infrastructure delivering the supply generated is sufficient to enable the required growth. Policy LP14 (Part A) of the Local Plan provides positive support to renewable energy schemes in the context of sustainable development and climate change. In deciding on planning proposals FDC would have regard to the Local Plan as well as any other material considerations including the WMS of 18 <sup>th</sup> June 2015.	No changes
COM-71	Although we are not currently promoting any	Noted	No changes

<p>Sarah Randall Renewable Energy Systems Limited</p>	<p>specific sites within the Fenland District, we believe that there is significant potential to work with your council and to take a partnership approach to identifying suitable sites for onshore renewable energy projects. We also believe that there is significant support RES could provide to your planning team, given our expertise of onshore wind site selection. RES is happy to provide support to the Council and provide data to inform the identification of suitable areas for wind energy development.</p>		
<p>COM-72 Sarah Randall Renewable Energy Systems Limited</p>	<p>The Local Plan and Fenland Infrastructure Delivery Plan document does not identify any areas suitable for onshore wind. The omission of potential onshore wind areas from the Local Plan will have the effect of imposing a moratorium against all wind energy development in the district of Fenland. This approach is not a proactive or positive strategy to promote energy generation from renewable sources; nor will it provide an effective strategy to maximise renewable energy development in Fenland. RES considers that the Fenland Infrastructure Delivery Plan is neither positively prepared nor effective through the omission of renewable energy, and therefore is not sound. The development of the Fenland Infrastructure Delivery Plan provides the opportunity to address the requirements of the WMS and NPPF by provision of a map of suitable onshore wind areas and transposing the Infrastructure Delivery Plan into a Development Plan Document, or by providing a statement giving a timeframe for production of a Development Plan Document on renewable</p>	<p>The Fenland Local Plan takes a criteria based approach to planning proposals and other than urban extensions does not allocate any land uses. Policy LP14 (Part A) of the Local Plan provides positive support to renewable energy schemes in the context of sustainable development and climate change. In deciding on planning proposals FDC would have regard to the Local Plan as well as any other material considerations including the WMS of 18th June 2015. In addition it would not be legally possible to allocate land through the IDP.</p>	<p>No changes</p>



	energy and a map identifying areas suitable for onshore wind.		
COM-73 Sarah Randall Renewable Energy Systems Limited	A map is attached of areas suitable for onshore wind and we would be happy to discuss this in more detail and to support the Council to develop a map for a Development Plan Document. To create this map we have used wind data and taken into account housing buffers and other constraints.. RES recommend that existing onshore wind sites should also be included in the map identifying areas suitable for onshore wind to enable any required repowering.	Noted. Through its pre-application protocol FDC is always willing to discuss development proposals, but currently has no plans to produce a Development Plan Document relating to onshore wind turbines.	No change
COM-74 Nolan Tucker WYG on behalf of Church Commissioners	<p>Consider that the list of critical requirements is extensive and we question the need for all of these items of infrastructure which do not appear to be supported by robust evidence. One such example is that the schedule includes three new primary schools and one new secondary school, along with additional school places, and expansion for a school, in Wisbech.</p> <p>All of these education requirements are considered to be 'critical' in the Infrastructure Schedule, which are essential for the delivery of the urban extensions. There is also no reference to the timescales for when the infrastructure is required. The housing target for Wisbech is 3,000 dwellings + 550 dwellings in the Kings Lynn and West Norfolk Borough Council area over the Plan period (as set out in policy LP4 housing in the Fenland Local Plan). The education requirements do not appear proportionate to the scale of development proposed for Wisbech.</p>	Noted. The purpose of the IDP is to identify the critical infrastructure necessary to deliver the Local Plan in order that these issues can be considered at the earliest opportunity, as well as other items which will help deliver growth in general. Cambs CC has provided updated information with regard to new education facilities in Wisbech and these are included in the IDP Schedule.	Schedule amended at WIS2.1, WIS2.3 and WIS2.5

<p>COM-75 Nolan Tucker WYG on behalf of Church Commissioners</p>	<p>Question the inclusion of a long list of transport schemes in advance of the completion of the Wisbech Access Study (which is due by mid-2016).</p>	<p>Many of the transport projects in the IDP come from approved Market Town Transport Strategies. New evidence may emerge which requires additional infrastructure such as through the Wisbech Access Study, or recognises that infrastructure highlighted in previous studies is no longer required.</p>	<p>No changes</p>
<p>COM-76 Nolan Tucker WYG on behalf of Church Commissioners</p>	<p>Have concerns about the lack of clarity within the Fenland IDP Draft Update regarding how the infrastructure will be funded. Paragraph 5.3 of the Fenland IDP Draft Update states that “the Council is not proposing to introduce a Community Infrastructure Levy (CIL) for the time being due to viability constraints although the situation will be reviewed in three years’ time. Instead there will be a reliance on S106 contributions to make a part or total contribution to infrastructure provision.”</p> <p>The independent report into the potential for introducing CIL by DSP Housing and Development Consultants (September 2014) identified that viability is finely balanced for the main locations for residential development in Fenland (including Wisbech) and that once development costs are factored in the outcomes do not provide sufficient headroom to support CIL charging. The recognition that there are viability constraints in the Fenland district is not reflected in the infrastructure schedule which provides a wide range of infrastructure requirements, many of which are defined, by Fenland District Council, to be ‘critical’ to the delivery of the key policies in the Local Plan</p>	<p>Noted. Funding of infrastructure is likely to come through a variety of sources of which S106 will be a part. FDC is aware of viability issues in Fenland and will have this in mind in the production with partners of Broad Concept Plans for urban extensions and in the consideration of planning applications.</p>	<p>No changes</p>

	and are elements of key infrastructure that are essential for the delivery of the urban extensions. We are therefore concerned that the scale of infrastructure set out in the IDP will not realistically be able to be delivered through the available funding sources.		
COM-77 Nolan Tucker WYG on behalf of Church Commissioners	The CIL Regulations impose a limit on pooled contributions from planning obligations towards infrastructure that may be funded by the levy. No more may be collected in respect of a specific infrastructure project or a type of infrastructure through a section 106 Agreement if five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010. The pooling restrictions apply to types of infrastructure that are capable of being funded by the levy such as those items in the Infrastructure Delivery Schedule. Therefore it would only be a limited number of schemes that could contribute funding through a section 106 Agreement for the infrastructure items set out in the IDP.	Noted. It is agreed that the new S106 pooling restrictions mean that the funding of specific infrastructure projects will require careful consideration.	No changes
COM-78 Nolan Tucker WYG on behalf of Church Commissioners	It is important to reiterate that there is also clear national guidance on the circumstances in which planning obligations can be sought by the local planning authority. The Planning Practice Guidance states <i>“the local planning authority must ensure that the obligation meets the relevant tests for planning obligations in that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. Planning obligations should not be sought where they are clearly not necessary to make the</i>	Noted. For the urban extensions details of the provision and phasing of infrastructure will be provided through the production of Broad Concept Plans. Viability will be a key factor in what is finally agreed in each case.	No changes

	<p><i>development acceptable in planning terms. Planning obligations must be fully justified and evidenced."</i></p> <p>The Fenland IDP Draft Update does not provide detail on the timing of when infrastructure is required and we consider that some clarity is provided in respect of timescales. It is necessary that a balanced and pragmatic approach is taken to reflect development viability and ensure that the housing and employment needs identified in the Local Plan are delivered. Strategic sites such as the identified 'Broad Locations for Growths' are critical to the delivery of the Local Plan, and Fenland District Council should ensure that the combined total impact of requests for financial contributions towards infrastructure does not threaten the viability of the sites and scale of development identified in the Local Plan.</p>		
<p>COM-79 Mark Vawser Vawser &amp; Co</p>	<p>Comments are confined to FDC's aspiration for future housing growth.</p> <p>Provision of new housing within the Market towns is linked to huge infrastructure costs which are likely to be unaffordable.</p> <p>Given that the average house prices in Fenland are relatively low when compared to other regions anticipate that the Council's expectation of new housing growth will not be achieved due to market forces. This is because the proposed infrastructure costs are likely to exceed the average selling price of each new dwelling. Would suggest that existing and future funding of developments in Fenland must be supported by external funding of a considerable magnitude.</p>	<p>Noted. FDC is aware of viability issues in Fenland and will have this in mind in the production with partners of Broad Concept Plans for urban extensions in the market towns and in the consideration of planning applications. External funding e.g. through the LEP may well contribute to the provision of key infrastructure elements.</p>	<p>No changes</p>
