



St Edmundsbury
BOROUGH COUNCIL

St Edmundsbury Local Development Framework

Infrastructure Delivery Plan

April 2010

1. Introduction

- 1.1 This Infrastructure Delivery Plan provides a framework which supports the planned delivery of infrastructure which is required to deliver the spatial policies of the St Edmundsbury Local Development Framework Core Strategy. It brings together in one document the infrastructure requirements to support this development required by many different organisations, in both the public and private sector.
- 1.2 The draft Infrastructure Delivery Plan was the subject of consultation between 25 January and 8 March 2010. A summary of the comments received and the Council's response to them is published as a separate document.
- 1.3 The Plan is based on data known at the time of publication. However, it is an evolving document and will be updated regularly to include the most up-to-date information. It is anticipated that this will occur as part of the publication of the Council's Local Development Framework Annual Monitoring Report.

2. Policy Background

- 2.1 Planning Policy Statement 12 (PPS12) states that the Local Development Framework Core Strategy is the means for "orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created". The Infrastructure Delivery Plan forms part of the evidence base which underpins the Core Strategy and therefore needs to provide a robust framework that reinforces Core Strategy. Paragraph 4.8 of PPS12 describes the role of the Infrastructure Delivery Plan:

"The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations."

- 2.2 The Infrastructure Delivery Plan should include evidence of:
 - Needs and cost;
 - Phasing of development;
 - Funding sources;
 - Responsibility for delivery; and
 - The specific infrastructure requirements of any strategic sites included in the Core Strategy.
- 2.3 The Infrastructure Delivery Plan may also be used to provide a basis to calculate appropriate charging mechanisms including the new Community Infrastructure Levy (CIL), which was introduced by the Government in spring 2010.
- 2.4 PPS12 recognises that, due to the budgeting processes of different agencies whose projects are relevant to the Core Strategy, less information about future projects may be available than would be desired, especially for projects that are planned to take place after the first five years. It states that the Core Strategy should make proper provision for such uncertainty. However, projects may be included where it can be demonstrated that there is a reasonable prospect of provision.

- 2.5 The Council's Submission Draft Core Strategy, (August 2009) provides a hierarchy of settlements across the borough and indicates where and when the major strategic growth will take place. This Infrastructure Delivery Plan has regard to the settlement hierarchy and to the planned locations of the strategic growth around Bury St Edmunds and Haverhill.
- 2.6 To successfully implement the Core Strategy it will be necessary to coordinate and fund new infrastructure to deliver development and to ensure that unacceptable strain is not placed upon existing infrastructure. Key infrastructure provisions include, but are not limited to, water supply, sewerage, drainage, energy provision, health provision, open space and transport infrastructure.

3. Assessing Infrastructure Capacity

- 3.1 It is essential that the Local Development Framework is underpinned by a robust evidence base in terms of what infrastructure is currently available and what will be required to deliver the growth strategy. To meet this requirement, independent consultants were appointed to undertake an Infrastructure and Environmental Capacity Appraisal on behalf of St Edmundsbury Borough Council (SEBC) and Forest Heath District Council (FHDC) in mid 2008.
- 3.2 The appraisal seeks to assess the need for and means of providing and maintaining social, physical and environmental infrastructure to support housing growth in these areas, for the period to 2031. The Infrastructure and Environmental Capacity Appraisal is available to download on the Local Development framework pages of the Council's website at www.stedmundsbury.gov.uk/LDF

Objectives of the Study

- 3.3 The Infrastructure Appraisal considers the infrastructure capacity of the borough as a whole, as well as considering the towns of Bury St Edmunds and Haverhill and the Key Service Centres as set out in Policy CS4 of the Submission Core Strategy. The role of the appraisal was to consider the infrastructure issues and capacity implications of meeting the adopted Regional Spatial Strategy growth figures in the current round of Local Development Documents.
- 3.4 The appraisal also considered the infrastructure/environmental capacity thresholds which might limit the scope for housing growth beyond existing Regional Spatial Strategy proposals, most immediately for the period to 2031, and examined how these might be overcome.
- 3.5 In particular the appraisal considered how development in the area might be accommodated and identified specifically:
- What infrastructure would be needed to support this?
 - When it could be needed?
 - How it could be funded?
 - What options exist?
 - Any associated risks?
 - Where relevant, how long term future maintenance could be secured?

3.6 Whilst key stakeholders were involved throughout the production of the Core Strategy through a series of topic based focus groups, the outputs from these meetings were supplemented through individual consultant led engagement with stakeholders during the development of the infrastructure appraisal. This has ensured a robust outcome that provides certainty of the need for infrastructure and the potential costs of provision.

Outcomes of the Appraisal

3.7 The Infrastructure and Environmental Capacity Appraisal identified no capacity issues that could not be overcome through mitigation measures. The key infrastructure capacity issues and risks of non delivery to improve capacity are set out in a series of settlement tables in Appendix 5 of the Appraisal, detailing towns and Key Service Centres as established in Policy CS4 of the Submission Core Strategy. These tables also set out the fundamental, essential and required infrastructure for each of these settlements along with tipping points (number of new homes required before a certain level of infrastructure is required). Finally the tables set out a broad estimation of how the required infrastructure provision will be met. Information in this Infrastructure Delivery Plan is summarised from the Infrastructure and Environmental Capacity Appraisal which should be read alongside this Plan.

3.8 The tables are accompanied by a visual representation of the figures and analysis contained within the main report. These figures are not designed to be used as a definitive identification of what infrastructure is required at each level of growth but does provide an overview of the likely types of infrastructure required. When assessing the requirement for infrastructure associated with housing growth, in a policy and delivery climate where resources are limited, there is a need to focus on what is most needed, and to make choices and trade-offs between the costs and benefits associated with different requirements. This is particularly relevant at a time when public finances are likely to be constrained, and where development values are pressured by a difficult market.

3.9 For this reason, the Appraisal sought to categorise different infrastructure types based on a high level view of its necessity in bringing forward development. It seeks to distinguish between:

- a** 'Fundamental' infrastructure required to overcome development 'showstoppers'. This category includes infrastructure that is so fundamental to growth taking place that without it development (or occupancy of development) could not occur (e.g. supply of water, utilities or access). These are infrastructure types that must be provided up-front to support development;
- b** 'Essential' infrastructure required to ensure development can be implemented with no detrimental effects on site, to the settlement and beyond. Infrastructure in this category will be essential to achieving growth in a timely and sustainable manner, and which must be delivered at least in the medium to long term or to allow later phases to proceed, but where (subject to location) a short term alternative might be possible (e.g. school provision, where the possibility exists to bus children to a nearby town); and
- c** 'Required' infrastructure to ensure sustainable communities are created. This category includes infrastructure which is deemed necessary by virtue of legitimate policy objectives (e.g. around access to amenities) and the desire to achieve high quality and sustainable development.

For clarification, the third category 'Required' does not imply that it is not legitimate to seek provision of such infrastructure through s.106 agreements, or other legitimate arrangements, in accordance with the relevant guidance/SPD.

- 3.10 In addition to the Infrastructure and Environmental Capacity Appraisal, the Council has also assessed, at a high level, transport needs generated by the strategic growth proposals in Bury St Edmunds and Haverhill as well as the need for Green Infrastructure across the borough. In the case of the transport needs, these are informed by the Local Development Framework: Transport Impacts - Bury St Edmunds Assessment published in November 2009 and the St Edmundsbury LDF Haverhill Transport Impacts report approved by the Borough Council in March 2010. Both were undertaken by consultants on behalf of the Borough and County Councils. A Green Infrastructure Strategy was also published by the Borough Council, in September 2009 and forms a basis for green infrastructure requirements in the Infrastructure Delivery Plan.
- 3.11 As an outcome of the consultation on the draft Infrastructure Delivery Plan, further infrastructure requirements have been brought to the Council's attention and, where appropriate, have been included in this Plan.
- 3.12 The Borough Council recognises that larger developments could have an impact outside the administrative boundary, e.g traffic impact. While some work has been undertaken to assess traffic impact it will be necessary for the other DPDs to assess wider impact and make the necessary arrangements for the mitigation of any such impact. This will involve working jointly with other neighbouring council's, especially in Cambridgeshire and Essex.
- 3.12 By definition, the exercise of defining the categories of infrastructure need is one that is strategic, largely location blind and is a function of policy weight attached before the establishment of a formal pattern of growth. It should be recognised that it is wholly possible for infrastructure to sit within different categories in different locations/developments. As the Appraisal sought to assess a broad spectrum of infrastructure classes these have been categorised into the three guiding principles 'fundamental', 'essential' and 'required' as set out in the table overleaf.

Infrastructure Types			
Infrastructure Type	Fundamental	Essential	Required
Natural Environment and Green Infrastructure			
Local/National Nature Reserves			X
Sports Pitches			X
Non-Pitch Sports Areas			X
Amenity Open Space			X
Allotments			X
Children's Play Areas			X
Social Infrastructure			
Health - GPs		X	
Health - Dentists		X	
Nursing Homes – Social Care			X
Education – Primary Schools (pupil places)		X	
Education – Middle Schools (pupil places)		X	
Education – Upper Schools (pupil places)		X	
Community Centres			X
Libraries			X
Community policing			X
Emergency Services			
Police, Ambulance, Fire and Rescue		X	
Transport			
Road Network	X		
Public Transport	X		
Utilities			
Water	X		
Energy	X		
Leisure, Business and Retail			
Swimming Pools			X
Sports Halls			X
Indoor Bowls			X
Business Support			X
Arts and Culture (Galleries)			X
Local Convenience Shop		X	
Other Retail (including Town Centre and Key Service Centre Provision)			X

4. The Delivery Plan

- 4.1 This Infrastructure Delivery Plan briefly outlines the infrastructure projects required to deliver the development strategy of the Core Strategy. Appendix 1 contains details of the infrastructure projects planned for the towns and key service centres in the borough. They are arranged by project and split between Fundamental/Essential projects and Required projects. A link in the table is made to the relevant Core Strategy policy as well as details of when the project is required. Further explanation of threshold can be found in the Infrastructure and Environmental Capacity Appraisal. It is not possible to identify the costs of some projects at this stage, but many of these are not required in the short term and can be assessed at a later date when more detailed work has been undertaken, especially through the preparation of Area Action Plans for both Bury St Edmunds and Haverhill.

5. The Situation in Key Infrastructure Areas

5.1 Transport

Road Network

The Highways Agency is responsible for the national strategic road network, primarily motorways and major trunk roads. Within the Core Strategy area this relates only to the A14 which has a number of junctions in its short length within the borough. The Highways Agency has highlighted concerns at the capacity of some of these junctions to accommodate further growth in traffic levels, especially at peak times.

Suffolk County Council is responsible for the maintenance of all the other roads in the borough, although the borough council acts as its agent in Bury St Edmunds. The Suffolk Local Transport Plan 2006-2011 contains no capital schemes for road building in the borough, although it recognises that there is a need for an A143 Great Barton bypass to facilitate growth in the sub-regional centre of Bury St Edmunds and overcome the traffic impacts associated with heavy traffic flows passing through the village. However, the LTP notes that a 2004 review "indicated that this scheme would not offer very good value for money and as such would be unlikely to attract Government funding."

The County Council has grant funding to support the general maintenance of roads, bridges and railways and various minor improvements to the transport infrastructure. Funding is also in place for safety strategies and Community Transport schemes.

Buses

Most of the local bus services in the borough are run primarily by First Bus Company or Stagecoach, and supplemented by a number of other operators including Mulleys, Simonds, Burtens and HC Chambers.

There are also some national bus services run by National Express

A modern bus station is provided in Bury St Edmunds and managed by the Borough Council and improvements have been carried out to the bus station in Haverhill. Real time passenger information is only available at Bury St Edmunds bus station.

Improvements to the network will be required as further growth occurs, especially in the towns. The critical mass provided by the development of strategic sites will improve the viability of town services from these locations.

Rail

There is only one passenger rail station in the borough, at Bury St Edmunds, although Thurston station, to the east of Bury St Edmunds, also serves residents of the borough to a lesser extent.

Currently there are hourly passenger services to Ipswich and Cambridge and two hourly to Peterborough and London run by National Express East Anglia. The line is also increasingly used for freight services between the East coast ports and the Midlands and North of England.

There are no major infrastructure projects currently proposed by Network Rail, although it will be necessary to relocate the strategic rail sidings at Station Hill, Bury St Edmunds in order to facilitate the proposed redevelopment of the Station Hill area identified in Policy BSE6 of the Replacement Borough Local Plan 2016. The adopted Local Plan identifies the provision of a Rail Halt at Moreton Hall, Bury St Edmunds. The potential provision of this will need to be assessed as part of the preparation of the Bury St Edmunds Area Action Plan, but there is no funding available at this time.

Cycling and Pedestrians

In 1995 the Borough Council adopted a Cycling Strategy for the provision of routes in Bury St Edmunds and Haverhill. A number of the projects identified in the strategy have been implemented and the preparation of the Area Action Plans for Haverhill and Bury St Edmunds will provide a stimulus to review the Strategy and determine the need for additional routes during the LDF period.

In 2008 the Borough Council adopted a Streetscape Strategy for Bury St Edmunds Town Centre. The Strategy identifies a hierarchy of streets in the town centre and a palette of materials for future investment. These improvements will be required to manage the demand of additional town centre users generated by the planned growth of the town and wider area. It is therefore appropriate that developers should make a contribution towards these projects, although costings are not available at this time.

5.2 **Energy**

National Grid is responsible for both the electricity transmission network and the high pressure gas transmission system.

No major new electricity projects are currently required in the borough to meet the planned growth to 2031. In addition, the gas holder at Tayfen Road, Bury St Edmunds will need to be replaced by a gas pressure reduction station in order to enable the redevelopment of that site for the mixed uses allocated in Policy BSE9 of the Replacement Borough Local Plan 2016. This will have to be funded by the developer.

In addition, it will be necessary to upgrade sub-stations across the borough to increase capacity to serve new development. It will be necessary for this increased capacity to be funded by developers

5.3 **Water and Drainage**

Studies have been carried out by independent consultants appointed by the Borough. These include a joint water cycle study with Braintree District Council which incorporates the water catchment draining to the East via the River Stour. A second water cycle study undertaken jointly with Forest Heath District Council considers the water catchment draining to the North West through Forest Heath to the River Ouse. This study also includes a Strategic Flood Risk Assessment (SFRA) for the whole borough.

Water in the borough is supplied solely by Anglian Water. There are no public reservoirs in the borough and water supplies are generally provided from boreholes. Subject to the incorporation and delivery of promoted water resource supply development schemes (external transfers) and demand management, there is sufficient water resource capacity to accommodate growth to 2031.

There is capacity within the principal sewage treatment works for Bury St Edmunds and Haverhill. Anglian Water has adopted a proactive approach to growth planning and has identified which treatment works are likely to exceed their consented flow by 2021 and identify the specific investment requirements.

There are a number of water quality issues across the region relating particularly to high nitrate levels. Opportunities should exist to improve the situation with the use of good site practice and sustainable drainage schemes.

Flood risk mapping has been produced which will allow the application of the sequential test as required by Planning Policy Statement 25 – Development and Flood Risk.

A level 2 SFRA will be required to support some site allocations and development phasing for management of flood risk. The level 2 report will also provide further detailed evidence to support site allocations and to identify the level of financial contributions for strategic flood risk management measures which may be required.

5.4 **Education**

Suffolk County Council is the Local Education Authority for the borough and is currently undertaking a Schools Organisation Review to change from a three tier to a two tier schools system. This will have an impact on the school buildings infrastructure across the borough, although it is too early to have a clear indication of the extent of closures or need for additional buildings. However, the County Council has indicated a need for an additional secondary school in Bury St Edmunds to accommodate the planned growth during the LDF period.

Notwithstanding the reorganisation, there are capacity shortfalls at some schools across the borough that will require investment to accommodate additional children generated by the growth proposals in the LDF.

West Suffolk College has its main campus in Bury St Edmunds and a local learning centre in Haverhill. The College is a member of University Campus Suffolk, providing higher education courses in the town and has plans for an £80 million redevelopment of the current site to create a new modern campus to serve the area.

5.5 Health

The Suffolk Primary Care Trust is responsible for the provision of health care in the borough. In addition, the West Suffolk Hospital NHS trust runs the hospital in Bury St Edmunds.

Doctors: Although there is currently a surplus of approximately 1.1 GPs in St Edmundsbury, there are locations where there is an existing shortfall of GPs and there will be a need for investment in additional accommodation to facilitate the increased population planned for in the Local Development Framework. In particular, a temporary DARZI polyclinic has been provided in Haverhill pending finding a site for a permanent facility to serve the town.

Dentistry: Currently, there is an overprovision of 3 dentists in the borough, although the growth proposed in the LDF will result in a demand across the area during the plan period. More locally, there is an immediate need for additional dentists in Haverhill and some of the Key Service Centres.

5.6 Emergency Services

Police: Suffolk Constabulary is responsible for policing in the borough. During the plan period any requirements for increased policing capacity will be met as required. This could include extensions to police buildings, the provision of police observation devices (POD's) and/or recruitment of additional police officers. These will be matters that need to be addressed on a site by site basis.

In addition, the Borough Council runs a CCTV system in Bury St Edmunds and Haverhill, and there may be a requirement for further investment in the system as a direct result of the increase in population in the borough planned in the LDF.

Fire: Suffolk Fire and Rescue Service provide fire services across the borough with fire stations being located in Bury St Edmunds, Haverhill, Clare, Ixworth and Wickhambrook. There will be a requirement for additional bays at fire stations and new engines during the plan period as a result of the additional growth planned in the LDF although no specific tipping points or costs were identified in the Infrastructure and Environmental Capacity Study.

Ambulance: The borough is served by the East of England Ambulance Service with ambulance stations in Bury St Edmunds and Haverhill. The growth planned in the LDF will generate a need for additional ambulances and response vehicles, although no specific tipping points or costs were identified in the Infrastructure and Environmental Capacity Study.

5.7 Leisure

There are two leisure centres in the borough, at Bury St Edmunds and Haverhill, managed by Abbeycroft Leisure Trust on behalf of the Borough Council. Each also contains a swimming pool. The Haverhill Leisure Centre recently reopened after a major refurbishment and the Bury St Edmunds Leisure Centre has also been modernised in recent years following a fire.

There are also swimming pools in several health clubs across the borough as well as one at Culford School and a number of sports halls are also located across the borough. There

is no requirement for additional sports halls or pools in the borough to meet the planned growth to 2031. In addition, there is also an overprovision of indoor bowls rinks across the borough that will meet the demand from the growth planned in the LDF.

5.8 **Community Facilities**

Community Centres

There is no set definition as to what is classified as a community centre but, for the purpose of this Delivery Plan, they are defined as any facility that has an area of space that is available for use by the community and hosts community activities on a regular basis. They may include a meeting hall and a kitchen area and will host activities such as youth clubs, community meetings, classes, leisure activities and may be available for private hire. Such buildings particularly include purpose built community centres, village halls, parish halls and church halls.

Without a fully quantified audit of community facilities, consultants acting for the Borough Council have made an assumption that current provision in the borough is adequate and that the planned growth will need a commensurate ratio of new facilities.

Libraries

Libraries in the borough are provided by Suffolk County Council and are currently located in Bury St Edmunds, Haverhill, Clare, Ixworth and Kedington. Mobile libraries also serve a number of rural communities on a fortnightly basis. The growth planned in the LDF will generate a demand for additional library floorspace in the borough, either through the expansion of existing buildings or the construction of new library buildings.

Places of worship

The provision of adequate and suitable places of worship to meet the needs of the community is an important element of the delivery of infrastructure. In some cases, this provision can be made through the utilisation of existing community buildings, although there is currently no audit of the existing provision across the borough the potential existing or future shortfall. The Borough Council will work with Churches Together to assess such shortfalls and put into place mechanisms to address any shortfall.

5.9 **Green Infrastructure**

The provision of open spaces for recreation and sport, both within the borough and in adjoining neighbouring authorities, is an important resource to enable opportunities for a high quality of life for residents. It can also help to divert pressure away from more environmentally sites such as the Brecks Special Protection Area.

The Borough Council has commissioned the preparation of a Green Infrastructure Strategy which informs the needs for additional infrastructure arising from the planned growth in the LDF. A number of priority projects have been identified up to 2021 in both Bury St Edmunds and Haverhill as well as the rural area.

As well as the need for new development to meet open space standards in the LDF, there will be a need within strategic growth areas to provide significant open space that will meet the requirements of the new population and, where appropriate, address current local deficits.

The delivery of these priority projects is reflected in this Delivery Plan.

6. Infrastructure Delivery

- 6.1 The coordinated management and delivery of infrastructure across the borough will be essential in order to ensure that new development and residents have the facilities that they require. The designation of the borough as a Growth Area assists in this approach and the Growth Area Partnership Board will have a key role in enabling such delivery through the appropriate use of the governments Growth Area Funds. The role and membership of the Board will be reviewed on a regular basis to ensure it is in the strongest possible position to deliver the strategic development projects of the LDF.
- 6.2 The Western Suffolk Local Strategic Partnership may also have an important role to play in coordinating the delivery of new services and facilities which will be examined further through the review of the West Suffolk Community Strategy.
- 6.3 Viability of new development will be an important consideration in considering the requirements of infrastructure. In this respect, "Fundamental/Essential" infrastructure delivery will be required to be delivered to make development acceptable. Developers will also be expected to deliver "Required" infrastructure and only in exceptional circumstances will contributions to this provision be waived by the local planning authority. This will be addressed through the implementation of the Community Infrastructure Levy.
- 6.4 It is recognised that there will be a need for major infrastructure investment to enable some larger strategic growth to proceed. However, the phasing of this growth in Policies CS11 and CS12 of the draft Core Strategy acknowledges this need and the potential long lead-in time to enable development to take place. The potential for the public purse to contribute to some of these major projects will also have an impact on timing of development. Should this phasing be amended as a result of the examination of the Core Strategy by the Planning Inspector in spring 2010, this Plan will also need to be amended.
- 6.5 The Core Strategy requires that concept statements and masterplans are prepared for major sites, including the strategic growth locations. A commitment to delivering these masterplans at an early stage will enable a firmer indication of requirements and timings to be established and, therefore, the deliverability of development can be assured.

7. Conclusion

- 7.1 This Infrastructure Delivery Plan sets out the level of investment required in key infrastructure order to accommodate the strategic proposals for growth set out in the Local Development Framework to 2031.
- 7.2 In some areas the actual cost of infrastructure is unknown at present and these cost uncertainties increase when trying to project delivery plans beyond the short to medium term. It is therefore essential that this document is regularly reviewed as part of the Council's LDF Annual Monitoring Report in order to reappraise needs and costs. In addition, some projects are large and will take a number of years to come to fruition. However, the fact that LDF plans for the longer term, to 2031, provides some certainty for infrastructure providers and enables them to plan for this provision within their own investment programmes.

- 7.3 The Local Strategic Partnership may have an important role to play in coordinating the delivery of new infrastructure and it is essential that the LSP works closely with the local planning authority to ensure that capacity is available in essential infrastructure to meet the demands of the increased population.
- 7.4 However, the Infrastructure Delivery Plan does provide evidence to demonstrate that, at the time of preparation, the infrastructure required to deliver the development proposed within the Core Strategy can be delivered.

8. Infrastructure Priority List

8.1 The following tables identify infrastructure requirements for the towns and key service centres in the borough. This is intended to give an indication of the types of infrastructure required to address deficits and support growth and also the associated costs of providing that infrastructure. Its primary source is the Infrastructure and Environmental Capacity Appraisal prepared for the Borough Council and Forest Heath District Council by Nathaniel Lichfield and Partners (NLP) and published in September 2009. In addition, the Green infrastructure Strategy has identified priority projects for the period to 2021 that are also included in the requirements tables.

8.2 The tables are based upon the following:

- All infrastructure requirements are notional based on the Infrastructure and Environmental Capacity Assessment analysis of tipping points and current benchmark standards, as per the methodology used in their infrastructure model. Where there is a current deficit of infrastructure provision, this is included as an up-front requirement.
- The infrastructure requirements for each settlement are based on the proposed housing distribution in the Submission Core Strategy (August 2009). It is recognised that Policy CS1 of the Core Strategy identifies how many new homes are being planned in Bury St Edmunds and Haverhill, but that no specific numbers are allocated for each Key Service Centre. The table in Policy CS1 indicates that there are 240 dwellings allocated in the current Local Plan remaining in the Key Service Centres. These actual allocations have been taken account of while, for the sake of this exercise, the estimated "other potential" of 610 dwellings has been divided equally between the six Key Service Centres. This provides housing numbers as follows:

Settlement	Local Plan	Other potential proportion	Potential total
Barrow	20	100	120
Clare	60	100	160
Ixworth	90	100	190
Kedington	0	100	100
Stanton	70	100	170
Wickhambrook	0	100	100

The allocations in the Key Service centres will be made in the Rural Allocations Development Plan Document and the Preferred Options for this were published for consultation until spring 2010. However, given that this document is still in the early stages of development, it is not appropriate to assign specific costs in this Plan at this time. Once the Rural Allocations document reaches the "submission" stage, in autumn 2010, it will be possible to identify more accurately the costs of infrastructure.

- Fundamental and essential infrastructure is provided on an upfront basis (i.e. once the tipping point is reached a new unit of infrastructure is provided to accommodate new growth). Required infrastructure is provided on a more reactionary basis allowing a small amount of leeway (i.e. once the tipping point is reached, it does not necessarily mean a new unit of infrastructure must be provided immediately for any additional person. Infrastructure would be provided once there are enough people living within the settlement to support or justify an additional unit).

- Where transport impacts have not been picked up by the work of AECOM, they are based on identified issues and likely key schemes from the Infrastructure and Environmental Capacity Assessment stakeholder consultation. All costs attached to the latter are entirely notional based on an NLP assessment of the potential issues.
- Infrastructure is costed on a public purse basis. Commercial uses will be brought forward on a commercial basis and major utilities works will be funded through private developer connection fees to the utility provider and through their own funding mechanisms. For this reason, for example, it is highly unlikely that contributions towards the provision of private dentists practices would be appropriate. All costs are notional and included to give an idea of the marginal costs of providing infrastructure at different levels of growth for each settlement. Where available, costs are based on the unit costs for infrastructure that are identified in Appendix 4 of the Infrastructure and Environmental Capacity Appraisal.

Bury St Edmunds – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£2,000,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS8; CS11; CS15	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Upgrade to substations	500 homes	?	Utility companies	All new housing planning proposals without current planning consent, including: <ul style="list-style-type: none"> • North-west strategic direction of growth • Moreton Hall completion 	CS1; CS2; CS11; CS15	<ul style="list-style-type: none"> • Developer
Strategic Growth Areas – New Road Infrastructure	Commencement of each strategic growth site	£15 million	Developer	Strategic directions of growth		<ul style="list-style-type: none"> •
Strategic Growth Areas – Traffic management measures	Commencement of each strategic growth site	£4 million	County Council	Strategic directions of growth		<ul style="list-style-type: none"> •
Strategic Growth Areas – Bus service enhancement	Commencement of each strategic growth site	£1.4 million	County Council	Strategic directions of growth		<ul style="list-style-type: none"> •
Strategic Growth Areas – “Active Mode” links	Commencement of each strategic growth site	£2.4 million	County Council	Strategic directions of growth		<ul style="list-style-type: none"> •
Strategic Growth Areas – Smarter Choices Campaign	Commencement of each strategic growth site	£800,000	County Council	Strategic directions of growth		<ul style="list-style-type: none"> •

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Cycle network	Ongoing	£1,000,000	Highway authority	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developers • Local Transport Plan
600 place Primary School	2,000 homes	£7.3 million	Education authority		CS1; CS2; CS15	<ul style="list-style-type: none"> • Developers
800 place Upper School	2,000 homes	£14.8 million	Education authority		CS1; CS2; CS15	<ul style="list-style-type: none"> • Developers
Local convenience shop	2,000 homes	?	Developer		CS2; CS10; CS11	
Local convenience shop	5,000 homes	?	Developer		CS2; CS10; CS11	
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers

Bury St Edmunds – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Sustainable transport	Ongoing	£1.2 million	County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Sports pitches	Ongoing	£13.2 million	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer • Sport England
Non-sports pitches	Ongoing	£18.7 million	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer
Play areas	Ongoing	£100,000	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer
Allotments	Ongoing	£1.95 million	Borough Council / Town Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer
Community parkland	Commencement of NW strategic growth	£750,000	Borough Council	NW strategic direction of growth	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer • EEDA • Borough Council Growth Area Fund
Local Green Links	Ongoing	?	Borough Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer
Wetland Green Space Corridor	Ongoing	?	Borough Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Lark Valley path Improvements	Ongoing	?	Borough Council / County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer
Fornham St Martin - railway station link	Ongoing	?	Borough Council / County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer • SUSTRANS
New/ extended library	2,000 homes	£450,000	County Council		CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> • Developer
Town centre public realm improvements	Ongoing	?	Borough Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> • Developer • Local Transport Plan

Haverhill – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Strategic Growth Areas – New Road Infrastructure	Commencement of strategic growth site	£1 million	Developer	Strategic direction of growth		•
Strategic Growth Areas – Traffic management measures	Commencement of strategic growth site	£1.3 million	County Council	Strategic direction of growth		•
Strategic Growth Areas – Bus service enhancement	Commencement of strategic growth site	£2 million	County Council	Strategic direction of growth		<ul style="list-style-type: none"> • Cambridgeshire County Council • Essex County Council
Strategic Growth Areas – Walking / cycling links to neighbouring communities & town centre	Commencement of strategic growth site	£500,000	County Council	Strategic direction of growth		•
Strategic Growth Areas – Smarter Choices Campaign	Commencement of strategic growth site	£200,000	County Council	Strategic direction of growth		•
Local highway works	Ongoing	£1.2 million	County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS8; CS11; CS15	<ul style="list-style-type: none"> • Developer • Local Transport Plan
GP's	Ongoing	£7.1 million	Health authority	All new housing proposals without current planning consent	CS1; CS2; CS12; CS15	• Developer
Dentists	Ongoing	£2.18 million	Health authority	All new housing proposals without current planning consent	CS1; CS2; CS12; CS15	• Developer
Upgrade to substations	250 homes	?	Utility companies	All new housing proposals without current planning consent	CS1; CS2; CS12; CS15	• Developer

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
New wastewater works	2,000 homes Post 2021	?	Utility company	Strategic direction of growth – NE Haverhill	CS1; CS2; CS12; CS15	<ul style="list-style-type: none"> • Developers
800 place upper school	2,000 homes	£14.8 million	Education authority	Strategic direction of growth – NE Haverhill	CS1; CS2; CS12; CS15	<ul style="list-style-type: none"> • Developers
Local convenience shop	2,000 homes	?	Developer		CS2; CS10; CS12; CS15	
Cycle network	Ongoing	£500,000	Highway authority	All new housing proposals without current planning consent	CS1; CS2; CS7; CS12; CS15	<ul style="list-style-type: none"> • Developers • Local Transport Plan

Haverhill – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Sustainable transport	Ongoing	£1.2 million	County Council	All new housing proposals without current planning consent	CS1; CS2; CS7; CS11; CS15	<ul style="list-style-type: none"> Developer Local Transport Plan
Sports pitches	Ongoing	£7.6 million	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> Developer Sport England
Non-sports pitches	Ongoing	£12 million	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> Developer
Play areas	Ongoing	£90,000	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> Developer
Allotments	Ongoing	£2.7 million	Borough Council / Town Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> Developer
Community parkland	Immediate	£750,000	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS11; CS15	<ul style="list-style-type: none"> Developer EEDA Borough Council Growth Area Fund
Advance planting for development	Strategic sites commencement	?	Developer	All new housing proposals without current planning consent	CS1; CS2; CS11; CS15	<ul style="list-style-type: none"> Developer Borough Council Growth Area Fund
New local centre	2,000 homes Post 2021	?	Developer	Strategic direction of growth – NE Haverhill	CS2; CS3; CS11; CS15	
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> Developers

Barrow – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan

Barrow – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Sports Pitch	Ongoing	£240,000	Borough Council / Parish Council	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer • Sport England

Clare – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Dentist	Immediate	£545,000	Health authority	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Clare – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Play Area	Immediate	£10,000	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Ixworth – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Dentist	Immediate	£545,000	Health authority	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Ixworth – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan

Kedington – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Dentist	Immediate	£545,000	Health authority	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Kedington – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan

Stanton – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Dentist	Immediate	£545,000	Health authority	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Stanton – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Play Area	Immediate	£10,000	Borough Council	All new housing proposals without current planning consent	CS2; CS3; CS15	<ul style="list-style-type: none"> • Developer

Wickhambrook – Fundamental & Essential Infrastructure Requirements

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Local highway works	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan

Wickhambrook – Required Infrastructure

Infrastructure	Threshold	Overall cost to 2031	Delivery lead	Development released	Core Strategy policies	Funding partners
Community Policing	Ongoing	£700 per dwelling	Police authority		CS2; CS10; CS11	<ul style="list-style-type: none"> • Developers
Sustainable Transport Options	Ongoing	£40,000	County Council	All new housing proposals without current planning consent	CS1; CS2; CS4; CS7; CS8;	<ul style="list-style-type: none"> • Developer • Local Transport Plan