



# **Babergh and Mid Suffolk Infrastructure Delivery Plan**

**September 2020**

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## APPENDIX

Appendix A Table of infrastructure needs, funding sources and timescales for delivery per settlement

# 1. INTRODUCTION

- 1.1.1. This Infrastructure Delivery Plan (IDP) has been undertaken to inform the emerging Babergh and Mid Suffolk Joint Local Plan (JLP). It underpins the strategic priorities identified in the draft JLP, as it is imperative to consider all infrastructure needs to enable sustainable development and growth.
- 1.1.2. The Councils fully appreciate that the delivery of new homes and jobs needs to be supported by necessary infrastructure, including a wide range of transport options, utilities, and community facilities. Indeed, enabling the provision of the necessary infrastructure to support residents, businesses, communities, the environment and individuals. Prioritising investment into strategic services and infrastructure are key objectives of both Councils. Without appropriate infrastructure, the growth would be regarded as unsustainable.
- 1.1.3. This document is therefore based on work carried out for the emerging Joint Local Plan; made (adopted) Neighbourhood Plans, topic-based studies, and discussions with infrastructure providers. This IDP sits alongside the Joint Local Plan and provides specifics on the main items of infrastructure, when they are likely to be provided, by which provider, and how they will be funded. It is important to appreciate that some infrastructure will be provided in phases and that the size/scale of infrastructure will be triggered and determined by the growth requiring its provision.
- 1.1.4. The term 'infrastructure' covers a wide range of facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended). This IDP covers the following infrastructure areas:
- Schools and other educational facilities
  - Health and social wellbeing
  - Transport
  - Police
  - Emergency services
  - Utilities
  - Digital Connectivity
  - Waste
  - Social and community (including libraries, allotments and community halls)
  - Community facilities (including children's play, youth and sports facilities)
  - Green infrastructure and open space
- 1.1.5. Infrastructure planning is the process for ensuring the physical needs of an area can be delivered to keep pace with its population's requirements. This document has been worked on collaboratively with a range of infrastructure providers, agencies and partners, which are involved in the provision and implementation of the required infrastructure.

1.1.6. Throughout the document and in Appendix A, infrastructure is categorised according to the following three categories: critical, essential and desirable. Critical infrastructure is infrastructure that is needed to unlock development sites allocated in the JLP (i.e. without the infrastructure the development cannot physically take place).

Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the JLP are met. Development could take place without this infrastructure; however, its sustainability would be undermined.

Desirable infrastructure is infrastructure that could support development in the JLP and make it more sustainable and help deliver other place-making objectives. However, development planned in the JLP could take place sustainably without it.

1.1.7. The timescale for the delivery of each project is defined as per below:

- Short term, up to 5 years
- Medium term, 5 to 10 years
- Long term, over 10 years

## 2. PLANNING POLICY AND CONTEXT

### 2.1. NATIONAL POLICY

- 2.1.1. The role of planning as a delivery mechanism for sustainable communities is reflected in the increasing emphasis on infrastructure planning in the National Planning Policy Framework (NPPF).
- 2.1.2. As such, the NPPF of February 2019, states in paragraph 20, that: -  
*Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:*
- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
  - b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
  - c) community facilities (such as health, education and cultural infrastructure);*  
*and*
  - d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*
- 2.1.3. Furthermore, through the new NPPF, the Ministry of Housing, Communities & Local Government have updated their guidance on viability and plan making, and the new requirements expected of Local Planning Authorities. As such viability assessments are now to form a more significant part of plan making. Plans should clearly set out the development contributions expected from allocated sites including the levels of affordable housing and infrastructure requirements, so that the obligations can be accurately accounted for in the cost of land. This is formally stated at paragraph 34 (of the NPPF): -  
*Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.*
- 2.1.4. More recently, the current consultation (ending 29<sup>th</sup> October 2020) by the Ministry of Housing, Communities & Local Government on the proposed changes of the *Planning for the future - White Paper 2020*, proposes reforms of the planning system to streamline and modernise the planning process. The proposals include a new focus to design and sustainability, improvements to the system of developer contributions to infrastructure, and ensuring more land is available for development where it is needed. The impact of the proposed changes to the planning system will be taken account of in due course though further iterations of the IDP.

## **2.2. LOCAL POLICY AND BACKGROUND**

- 2.2.1. Babergh and Mid Suffolk District Councils are currently preparing the Joint Local Plan for both districts. The Strategic and Delivery sections of the draft JLP propose the introduction of new policies to support infrastructure provision. An approach has been introduced to manage infrastructure provision in the locality to supplement the NPPF, addressing issues of cumulative growth, including education and health provision.
- 2.2.2. Upon adoption, the JLP will replace all existing planning policies in Babergh and Mid Suffolk.
- 2.2.3. In terms of the development plan policies of 'made' Neighbourhood Plans (as of September 2020) neighbourhood plans have been made in Babergh: for the parishes of Aldham, East Bergholt, Elmsett, Lavenham and Lawshall. In Mid Suffolk: Botesdale & Rickingham, Debenham, Fressingfield, Haughley, Mendlesham, Stowupland, Stradbroke and Thurston have made neighbourhood plans; Eye Neighbourhood Plan is through examination stage at the time of preparing the Joint Local Plan and awaiting a Referendum date. A further 40+ parishes have been the subject of area designation and neighbourhood plans are at various stages of preparation.
- 2.2.4. This most recent published IDP replaces the July 2019 version, as well as the previous Babergh IDP (2013) and the Mid Suffolk IDP (2014), together with the list of infrastructure forming part of the Stowmarket Area Action Plan.
- 2.2.5. The IDP is a responsive and continuously evolving document, as investment in infrastructure will open new capacity, and completed development will take up some of that capacity over time. In order to assist development throughout the plan period the IDP will be updated regularly. Each iteration of the IDP should be considered a snapshot in time.
- 2.2.6. Further to this IDP, in order to aid delivery of infrastructure within communities, the Council is using two documents as an approach to assist parishes:
- 1) Parish Infrastructure Investment Plans (PIIPS), a non-statutory document to assist parishes with identifying their priorities for infrastructure expenditure; and
  - 2) Parish Infrastructure Delivery Programmes (PIDPs), aimed at devising a programme of infrastructure delivery where major development has commenced (10 dwellings and over).

## **2.3. DELIVERY OF INFRASTRUCTURE AND FUNDING**

### **Delivery of Infrastructure**

- 2.3.1. Delivery of the infrastructure within this Infrastructure Delivery Plan to support development of the allocated sites within the Joint Local Plan is important. Without the appropriate infrastructure the impacts from the

development may not be appropriately mitigated and this could render the development unsustainable and unacceptable. The funding for the infrastructure whether secured through s106 Agreements with the developers or whether through the use of the Community Infrastructure Levy (CIL) or other funding streams will only start to be collected once the development is commenced. It is only at this point that the infrastructure can be planned and designed in detail with timescales for delivery.

## **Funding**

- 2.3.2. Infrastructure can be funded through a number of different funding methods:
- section 106 obligations (entered into by the relevant local authorities, the developer and affected landowners);
  - through CIL expenditure (subject to the Local Authority's own expenditure regime (as this is not prescribed nationally));
  - through infrastructure providers own budgets;
  - with contributions from Parishes through Neighbourhood CIL;
  - provision of infrastructure, through other funds (e.g. by other external funding means, Government Grants / loans, Homes England) and by other organisations (e.g. Lottery, Sports England).
- 2.3.3. The funding mechanisms referred to in this Infrastructure Delivery Plan use cost multipliers which are provided by the infrastructure providers, such as SCC in terms of education, libraries and waste, and the health providers for health provision. Most cost multipliers are reviewed annually to take account of inflation and other legislative or government practice or local guidance/ advice. Therefore, it is important to acknowledge that the cost estimations based on cost multipliers may change over time, and when projects are finally designed and costed out, unforeseen costs may present themselves.
- 2.3.4. It is also important to note that to access CIL funds for infrastructure projects within Babergh and Mid Suffolk the infrastructure must be contained within both Councils annual Infrastructure Funding Statements (Infrastructure List) (IFS) which replaces both Councils CIL Position Statement; the latter of which becomes obsolete on the 31<sup>st</sup> December 2020 or upon the publication of the IFS which for Babergh and Mid Suffolk is likely to be the 11<sup>th</sup> December 2020. CIL bids will continue to fall to be determined under the Councils Expenditure Framework. This requires the submission of Bids in a prescribed format which would then be validated screened (for availability of other funding) before being prioritised (against agreed criteria). The CIL bids will be included in a CIL Expenditure Programme (undertaken at least twice a year) and determined by the relevant Council Cabinet (where spend on each project is over £10,000). The agreed prioritisation criteria are set out in the CIL Expenditure Framework (April 2020). Affordability of the infrastructure, and whether there is a need (i.e. critical, essential, or desirable as contained within the Infrastructure Delivery Plan and where appropriate included within other strategies of the Councils) are key components of the CIL expenditure scheme.
- 2.3.5. With section 106 Agreements, which are secured before the grant of planning permission for the developments, the triggers for payments of

monies towards infrastructure or the actual infrastructure provision will occur when the trigger points in the section 106 agreements have occurred. All s106 agreements are available online through the Councils Developer Contribution database; this can be accessed on the Councils website using this hyperlink: -

<http://pfm.exacom.co.uk/midsuffolkbabergh/index.php>

- 2.3.6. CIL cannot be collected before the developments starts and the amount of money will depend on the floorspace measurement of the eligible development and will be specified within the CIL Liability Notice. Once determined this amount will not alter unless there are changes to the development scheme. When the CIL monies are due will depend on the payment plan that the developer is tied into. Generally, for the larger developments there are payment plans which involve 5 equal payments spread over a two-year period by the developer. There is more detail around the Councils payment plans on the Councils web site. The Instalment Policy for both Councils is being reviewed as part of a current review of the CIL Rates Charging Schedule for both Councils which has to be the subject of a formal consultation exercise and examined in public by an Inspector before any new CIL charging rates can be introduced. See hyperlinks below for existing Instalments Policy.

Babergh Instalments Policy:

<https://www.babergh.gov.uk/assets/CIL-and-S106-Documents/Pre-Adoption-Documents-Babergh/BDC-instalments-policy-Jan-2016.pdf>

Mid Suffolk Instalments Policy:

<https://www.midsuffolk.gov.uk/assets/CIL-and-S106-Documents/Pre-Adoption-Documents-Mid-Suffolk/MSDC-instalments-policy-Jan-2016.pdf>

## **Collaboration**

- 2.3.7. Some infrastructure provision such as new schools or school extensions or new health facilities or improvements to existing health facilities will be costly and may rely on more than one source of funding for the infrastructure to be delivered. This will involve effective collaborative work between all the relevant organisations to ensure that the infrastructure is delivered in a timely manner and to agreed costings.

- 2.3.8. Infrastructure projects particularly those which are outside of the Districts geographical boundaries but where growth within our Districts contribute to the need for this infrastructure require effective collaboration between all the parties concerned. This may involve infrastructure providers and local Parishes but will also involve working with other local authorities. In order to deliver these projects both Districts would be seeking to resolve how the infrastructure can be jointly funded and delivered to timescales which are agreed. The information on these cross-boundary infrastructure projects give information and estimates based on the use of current cost multipliers for our own Districts only. These figures cannot be relied on for total project costs or as guarantees that these monies will be forthcoming at these levels as CIL expenditure (over £10,000) are decisions made by each Districts Cabinet subject to thorough assessment against the criteria in the CIL Expenditure Framework. The Infrastructure Delivery Plan sets out

infrastructure priorities for each District and has been worked on collaboratively with infrastructure providers to establish the type, nature and estimated cost (using cost multipliers) of infrastructure projects. It will be important, with each infrastructure project (particularly cross boundary projects) to fully scope and establish the opportunities for other funding sources and mechanisms to address any funding gaps. This will involve effective collaborative work between all the relevant organisations/parties to ensure that the infrastructure is delivered effectively and in a timely manner.

## **Phasing**

2.3.9. Delivery of the infrastructure may occur in a phased manner as the degree of growth will determine the type scale and nature of the infrastructure to be provided. Cost multipliers have been used throughout this Infrastructure Delivery Plan to give likely costs for the infrastructure. At the time of the production of this document the cost multipliers being used are those specified by each of the Infrastructure providers for their section of the IDP (such as Suffolk County Council for education, libraries and waste measures, and the Clinical Commissioning Groups for health facilities). The costs specified in this document for the infrastructure projects could include several different phases of the required infrastructure project and its delivery in a phased way will be directly related to the level of growth taking place across the Districts over the Joint Local Plan period. These likely costs therefore cannot be read as binding on the Councils in any way but are included to assist with understanding how infrastructure can occur to support the proposed level of growth within the Joint Local Plan.

## 3. EDUCATION

- 3.1.1. Suffolk County Council (SCC) has statutory duties to facilitate Early Years and Childcare (EY&C) provision within the area and ensure sufficient primary and secondary school places are available.
- 3.1.2. This section of the IDP has been prepared and agreed in partnership with SCC. It covers the following education services:
- Early Years and Childcare
  - Primary Education
  - Secondary Education
  - Post 16 Education (including Sixth Form and further education)

### 3.2. THE WIDER CONTEXT

- 3.2.1. The Government expects that residential development should contribute to the cost of additional school places when made necessary as a result of development.
- 3.2.2. Free Schools and Academy Schools are outside local authority control but it is still necessary to consider them in pupil place planning. Of relevance to infrastructure planning is that, if there is insufficient capacity in existing schools, the local authority retains a duty to ensure sufficient places but is not able to force Free Schools or Academies to take additional pupils without the prior approval from these schools or the intervention by the Department for Education.
- 3.2.3. The National Planning Policy Framework Section 8: Promoting healthy and safe communities, in paragraph 94, states: -  
*'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: -*  
*a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*  
*b) work with schools' promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.'*
- 3.2.4. Furthermore, in relation to promoting sustainable transport, Section 9 of the NPPF at paragraph 104 states: 'Planning policies should: -  
*support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;'*
- 3.2.5. In April 2019 (with a further update in November 2019), the Government, through the Department for Education (DfE) in conjunction with the Ministry for Housing and Local Government, has published a new document to guide

education and planning authorities with seeking developer contributions for new education facilities to support housing growth: ‘Securing developer contributions for education.’

- 3.2.6. The document follows on from amendments to the National Planning Practice Guidance (NPPG) on the funding available for education and developer contributions. The new paragraphs (7 and 8) confirm Government funding and delivery programmes do not replace the requirement for developer contributions and that local authorities should “agree the most appropriate developer funding mechanisms for education”.
- 3.2.7. This DfE guidance advises that costs of mainstream school places should be based on national average costs published annually in the DfE school place scorecards and that this average should be adjusted using BCIS location factors. The DfE scorecard costs have been adjusted for inflation using the latest Building Cost Information Service (BCIS) All-In Tender Price of Index (TPI), published March 2020. The technical notes state to adjust the national average to the region of interest, divide the national average cost by the weight for the region, given in the Scorecard underlying data.
- 3.2.8. When applied to the DfE school place scorecard figures for Suffolk the cost of places is as follows: -

**Table 1: Cost Multipliers advised by the DfE March 2020**

Phase	Permanent Expansions (DfE Guidance March 2020)	New Schools (DfE Guidance March 2020)
Early Years	£17,268	£20,508
Primary	£17,268	£20,508
Secondary	£23,775	£24,929
Sixth Form	£23,775	£24,929

- 3.2.9. The above costings are used within this document to calculate the estimated costs of education provision as detailed in the paragraphs below for each education phase: Early Years, Primary, Secondary and Sixth Form.
- 3.2.10. Additionally, the guidance refers to the introduction of a standard format for calculating pupil yield ratios (which is unknown at the time of publishing this IDP).
- 3.2.11. Other key elements of the DfE guidance are:
- All education needs (ages 0 – 19) including Special Education Needs (SEN), are to be addressed through development plans and in determining planning applications;
  - In two-tier areas, the use of planning obligations may be the most effective mechanism to secure developer contributions to fund education rather than CIL (however under both Councils’ CIL Expenditure Framework, new schools will be funded through s106, whilst school expansions will be funded through CIL);

- Developer contributions are required for sixth forms and special needs education "commensurate with the need arising from the development";
- Funds sought from developers should "reflect the current cost of providing school places, linked to the policy requirements in an up-to-date emerging or adopted plan that has been informed by viability assessment";
- Temporary and permanent education needs are relevant, as are school transport costs;
- Additional land may need to be safeguarded "to allow for anticipated future expansion or the reconfiguration of schools to create a single site";
- Early delivery of new schools can cause problems if they start to be used by existing residents, thereby undermining the viability of existing schools, and so the timing of delivery should be coordinated carefully;
- New settlements should be expected to meet their full educational requirements and existing school capacity does not need to be considered;
- A new school, which is opened while it awaits pupils moving into the development, does not represent an available surplus;
- Developer contributions for early years provision will usually be used to fund places at existing or new school sites, incorporated within primary or all-through schools. Therefore, it is recommended that the per pupil cost of early years provision is assumed to be the same as for a primary school. Similarly, further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place.

### **3.3. THE LOCAL CONTEXT FOR PUPILS OF BABERGH AND MID SUFFOLK**

- 3.3.1. All schools across Babergh and Mid Suffolk now operate on a two-tier basis (i.e. primary and secondary schools).
- 3.3.2. It is important to note that the assessment of education needs by location does not necessarily mean that, where additional education infrastructure is identified, it is required solely to address the needs of that area. This may therefore mean that new or expanded school provision could address a proportion of the needs of neighbouring areas. This is particularly relevant to Babergh and Mid Suffolk where for example the market towns or urban areas and core villages will see the most significant growth in terms of residential development and therefore better able to fund expansion of existing schools or the provision of new schools that can also provide for pupils arising from a lower level of development in the nearby rural areas.
- 3.3.3. In relation to this, it is also important to note that the provision of free school transport in Suffolk has changed in 2019. As such, since September 2019, pupils living in Suffolk only get SCC funded school travel if they attend their nearest suitable school and meet the criteria below:-

- over 8 years old and live over 3 miles from the school using the shortest available walking route.
  - under 8 years old and live over 2 miles from the school using the shortest available walking route
- 3.3.4. A walking route can include public rights of way and footpaths that a child, accompanied as necessary, can walk to and from school with reasonable safety.
- 3.3.5. The importance of enabling school provision in proximity to where residential growth is taking place is therefore crucial in terms of infrastructure planning, to ensure sustainable travel options for new pupils and to limit the additional costs of travel to families.

### **3.4. EARLY YEARS & CHILDCARE PROVISION (EY&C)**

- 3.4.1. SCC delivers EY&C through a commissioning approach, with a responsibility for providing targeted support and Government funded Free Early Education Entitlement (FEEE) for eligible 2-year olds and FEEE for all 3 and 4-years olds, which are commissioned from the private, voluntary and independent sectors. SCC advises on the requirement for new facilities based on the places generated by the new development.
- 3.4.2. The Childcare Act 2016 (introduced from September 2017) has extended the entitlement to 30 hours free provision. This is an additional 15 hours a week for working parents of three and four year olds (on top of the universal entitlement of 15 hours a week for all three and four year olds).
- 3.4.3. Therefore, as stated in Early education and childcare Statutory guidance for local authorities (March 2018), Suffolk County Council now has a statutory duty to ensure early years provision free of charge (sections 7 and 7A Childcare Act 2006) and free childcare (section 2 Childcare Act 2016) as the 'free entitlement(s)', a 'free place' or 'free hours'. The guidance also applies to the 15 hours entitlement for eligible two-year olds, the 15 hour entitlement for parents of three and four year olds (the universal entitlement) and the 30 hours entitlement for working parents of three and four year olds (the extended entitlement).
- 3.4.4. Childcare Act 2016<sup>1</sup>:
- Section 1 which places a duty on the Secretary of State to secure the equivalent of 30 hours of free childcare over 38 weeks of the year for qualifying children. Children in England will qualify if they are under compulsory school age and meet the description set out in regulations made under Section 2. These regulations also set out the conditions to be met by parents in order for their children to qualify.

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<sup>1</sup> Source: Early education and childcare Statutory guidance for local authorities March 2018 ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/692348/Early\\_education\\_and\\_childcare\\_-\\_statutory\\_guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/692348/Early_education_and_childcare_-_statutory_guidance.pdf))

- Section 2 which allows the Secretary of State to discharge their duty under section 1 of the Act by placing a duty on English local authorities to secure free childcare for qualifying children. This duty is set out at regulation 33 of the Childcare (Early Years Provision Free of Charge) (Extended Entitlement) Regulations 2016.

3.4.5. Provision is made by a mixed economy of providers, including developers, the community, charity and state providers. Provision is often co-located with primary schools, which has benefits in respect of the transition into full time education. If provision is not able to be made within the primary school grounds, wherever possible, new Early Years facilities will be provided near to or within existing community facilities, such as village halls, community centres and libraries for example. Typically, new Early Years provision, would require 0.1ha of land, for a 60 places facility.

3.4.6. The below cost multipliers are used to calculate developer contributions for the provision of new build and expansion to existing facilities.

**Table 2: Cost Multiplier for Early Years & Childcare Provision<sup>2</sup>**

Infrastructure Type: Early Years & Childcare	Project Cost Multiplier	Approximate Cost Per Dwelling	Funding Mechanism
Expansion	£17,268 per place	£17,268 * 0.09 = £1,554 per dwelling	CIL
New Build	£20,508 per place (30 place setting = £588,330)	£20,508 * 0.09 = £1,846 per dwelling	s106

Source: Suffolk County Council Developer Contributions 2019/20 costs, based of DfE March 2020 guidance.

3.4.7. Ministerial statements state that Government policy is for development to fund requirements arising as a direct result of development. This includes the land and the build costs. Early Years education contributions are required up front.

3.4.8. Based on the proposed growth of the Joint Local Plan, an indicative cost of provision for Early Years & Childcare has been calculated based on the forecasted needs, please see the tables below for expansion of existing facilities and provision of new settings.

3.4.9. The information is provided by electoral wards for each settlement, as Early Years provision is worked out at ward level by SCC.

<sup>2</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

**Table 3: Expansion of existing Early Years settings based on JLP growth**

Ward	Settlement	Additional Provision Needed for JLP growth	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
Bacton & Old Newton	Bacton	Additional Pre School places at existing setting.	LA046, LA047, LA105, LA106, LS01 (x3)	397	£616,938	CIL
Rickinghall & Walsham	Botesdale and Rickinghall	Additional Pre School places at existing setting.	LA049, LA050, LA052, LA091, LA092, LS01 (x2)	250	£388,500	CIL
Alton	Brantham	Additional Pre School places at existing setting at primary school.	LA053, LS01 (x4)	129	£200,466	CIL
Orwell	Chelmondiston	Additional Pre School places at existing setting at primary school.	LA075, LS01 (x4)	104	£161,616	CIL
Brook	Copdock and Washbrook	Additional Pre School places at existing setting in Copdock and Washbrook.	LA005, LA008, LA009	252	£391,608	CIL
Debenham	Debenham	Additional Pre School places at existing settings at primary school. (Two existing settings in Debenham)	LA056, LA057, LA058	245	£380,730	CIL
Holbrook	Holbrook	Additional Pre School places at	LA068	7	£10,878	CIL

Ward	Settlement	Additional Provision Needed for JLP growth	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		existing setting.				
Lavenham	Lavenham	Additional Pre School places at existing setting.	LA069	20	£31,080	CIL
Long Melford	Long Melford	Additional Pre School places at existing setting at Primary School. Depending on growth to be delivered (existing commitments and JLP sites) a new setting may be required which would be funded through s106).	LA113	150	£233,100	CIL
Needham Market	Needham Market	Additional Pre School places at existing setting.	LA030, LA031, LA032	201	£312,354	CIL
The Stonhams	Stonham Aspal	Additional Pre School places at existing setting at Primary School.	LA076, LS01 (x5)	113	£175,602	CIL
Stradbroke & Laxfield	Stradbroke	Additional Pre School places at existing setting.	LA080, LA081, LA082, LA083, LS01 (x2)	277	£430,458	CIL

**Table 4: New provision for Early Years settings based on JLP growth**

Ward	Settlement	Additional Provision Needed for JLP growth	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Estimated Cost	Funding Mechanism
Bramford & Blakenham	Bramford	New Pre School setting for 60 places needed with land allocation of 0.1ha JLP policy LA007 (DC/18/00233), SCC consultation response includes a site area of 0.1ha for a new early year setting to be secured by a land option.)	LA006, LA007, LA010, LA107	312	£575,952	£1,230,480	s106
Mid Samford	Capel Mary St	New Pre School setting for 30 places with land allocation of 0.1ha (JLP policy LA055)	LA054, LA055	650	£1,199,900	£615,240	s106
Claydon & Barham	Claydon & Barham	New Pre School setting for 60 places at the new Primary School (Planning Application 1856/17 and JLP policy LA002).	LA001, LA002, LA003, LA102, LS01 (x2)	925	£1,707,550	£1,230,480	s106
Elmswell & Norton	Elmswell	New Pre School setting for 30 places needed in the area. 0.1ha land allocation needed (JLP policy LA065). (s106 secured for a new setting from PP: 3918/15 Former Grampian site £75,240.)	LA062, LA063, LA064, LA065, LA066, LS01 (x2)	367	£677,482	£615,240	s106
Eye	Eye	New Pre School setting for 60 places needed with land allocation of 0.1ha, JLP policy LA020	LA020, LA021, LA109, LA110, LA111	372	£686,712	£1,230,480	s106

Ward	Settlement	Additional Provision Needed for JLP growth	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Estimated Cost	Funding Mechanism
Great Cornard (North and South)	Great Cornard	1 new Pre School setting for 30 places needed with land allocation of 0.1ha (JLP policy LA042)	LA039, LA040, LA042	554	£1,022,684	£615,240	s106
Hadleigh (North and South)	Hadleigh	1 new Pre School setting for 60 places needed [0.1ha of land to be allocated for the new setting, JLP policy LA028].	LA027, LA028, LA114, LA115	646	£1,192,516 (£217,950 SCC ask for s106 build cost contribution on planning application DC/17/03902)	£1,230,480	s106
Brook	Sproughton	2 new Pre School settings for 60 places each on Wolsey Grange 2 - (land north of A1071- LA013). [0.1ha land allocation needed]	LA012, LA013, LA014, LA016, LA116, LS01 (x1)	1,481	£2,733,926	£2,460,960	s106
Stowmarket North	Stowmarket	1 new Pre School setting for 60 places at the new Primary School at Chilton Leys (JLP policy LA034). And one more setting for 60 places needed with land allocation of 0.1ha (JLP policy LA035 – 'Ashes Farm').	LA033, LA035, LA036, LA037, LA038, LA067, LA104, LA112, LS01 (x1)	960	£1,772,160	£1,230,480	s106
Stowupland	Stowupland	New Pre School setting for 30 places needed with land allocation of 0.1ha (JLP policy LA078).	LA077, LA078, LA100	461	£851,006	£615,240	s106
Sudbury North	Sudbury	New Pre School setting for 60 places at the new primary school for Chilton Woods.	LA041	130	£239,980 (£1,000,000 from s106 B/15/01718)	£1,230,480	s106

Ward	Settlement	Additional Provision Needed for JLP growth	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Estimated Cost	Funding Mechanism
Thurston & Hessett	Thurston	New Pre School setting for 30 places at the relocated new primary school in Thurston. (The new setting opening in 2021 is able to expand to 60 places).	LA084, LA085, LA086, LA087, LA088, LA089, LA090, LA103, LS01 (x4)	1023	£1,888,458	£615,240	s106
Woolpit	Woolpit	New Pre School setting for 60 places at the new primary school in Woolpit (JLP policy LA095).	LA093, LA094, LA095, LA097	699	£1,290,354	£1,230,480	s106

### 3.5. PRIMARY EDUCATION CAPACITY AND NEEDS

3.5.1. The scale of growth anticipated from the Joint Local Plan will generate the need for additional primary school provision, which will be met through the expansion of existing schools and delivery of new schools.

3.5.2. The following principles have been used and agreed with SCC to determine the overall needs and costs:

- New primary schools are assumed to be two forms of entry (2fe, i.e. 420 places) with a 60-place nursery where appropriate.
- The cost of such provision is approximately £7.1m (i.e. for a new primary of 420 places.)
- Expansions are costed at £17,268 per primary school place (4 dwellings = 1 primary school place). Site preparation costs are included; however land costs are excluded.
- New schools are costed at £20,508 per primary school place. Land and site preparation costs are excluded for new schools. As per the SCC Developers' Guide to Infrastructure Contributions, it is expected that the developer will provide free, fit-for-purpose sites that are fully serviced and remediated.
- Contributions from development should be secured through s106 agreements for new provision and CIL for expansion of existing schools, unless otherwise stated.
- Where the need for new schools are identified against a site(s) developer contribution will be required for land and build costs.
- Where appropriate, the Joint Local Plan will allocate education land as Class D1 use to secure land to provide new schools or school expansions.

- Typically, a new primary school of 420 places would require 2.2ha of land and a 630 places would require 3ha. This standard includes Early Years provision.

3.5.3. The below cost multipliers are used to calculate developer contributions for the provision of new build and expansion to existing facilities.

**Table 5: Cost Multiplier for Primary School Education<sup>3</sup>**

Infrastructure Type: Primary School Education	Project Cost Multiplier	Approximate Cost Per Dwelling	Funding Mechanism
Expansion	£17,268	£17,268* 0.25 = £4,317per dwelling	CIL
New Build	£20,508	£20,508* 0.25 = £5,127per dwelling	s106

Source: Suffolk County Council Developer Contributions 2019/20 costs, based of DfE March 2020 guidance.

3.5.4. Where wholly new primary schools are needed, they will need to be provided in the early stages of development. Funding will therefore usually be required upfront. Provision for other needs will be required as sites come forward and extensions to individual school settings are needed.

3.5.5. Five new primary schools are already planned and funded at Chilton Woods (Sudbury), Chilton Leys (Stowmarket), Bacton, Thurston and Wolsey Grange (Babergh's Ipswich Fringe), to meet the requirements of planned and committed growth.

3.5.6. Typically, every four new homes generate the need for an additional primary school place.

3.5.7. It is anticipated that 25 existing primary schools will require expansions, and potentially 3 new primary schools (Claydon, Stowupland, Woolpit) will be needed to accommodate the growth expected through the Joint Local Plan across Babergh and Mid Suffolk, as summarised in the tables below.

3.5.8. The funding mechanism for the primary school expansion will be CIL from existing commitments and planned growth of the JLP sites.

**Table 6: Primary School Expansions in relation to JLP planned growth**

**RAG RATING**

**GREEN** = No issues raised from the feasibility study.

**AMBER** = Issues raised from the feasibility study which would require further assessments.

**RED** = Feasibility Study has highlighted significant issues which renders the school expansion unfeasible or where significant funding would be required.

<sup>3</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

School Planning Area/ Pyramid	School (With type - Academy /LA Maintained)	Existing to New Net Capacity	Cost indication	Emerging JLP site allocation references	Estimated number of new dwellings deriving from JLP site allocations	Use of agreed cost multipliers	Feasibility Appraisal Status / Project Update Outcome (with RAG rating)
Claydon Planning Area	Bramford CEVCP School (Maintained)	210 to 315 (Master plan to 420)	£1,813,140 (Phase 1)	LA006, LA007, LA107	304	£1,312,368	Project of expansion by 105 places being built over summer 2020. With CIL funds of £645,593 agreed in March 2020. Project in progress, handover at present due in October 2020.
	Claydon Primary School (Academy)	420 to 525	£1,813,140	n/a	Planned expansion from existing growth	n/a	Project completed in July 2019 (CIL funds of £499,421.00 agreed March 2020).
	Sproughton CEVCP School (Academy)	105 to 140	£604,380	LA012, LA116	125	£539,625	Completed
	Witnesham Primary School (located in East Suffolk) (Maintained)	105 to 140	£604,380	LS01 (Ashbocking)	15	£64,755	Completed
Debenham Planning Area	Sir Robert Hitcham's CEVAP School, Debenham (Maintained)	210 to 315	£1,813,140	LA056, LA057, LA058	245	£1,057,665	Completed
Eye Planning Area	St Peter and St Paul CEVAP School, Eye (Maintained)	210 to 315 (Master plan to 420)	£1,813,140	LA020, LA021, LA109, LA110, LA111, LS01 (x2)	387	£1,670,679	Ongoing Capital Project
Stowupland Planning Area	Crawford's CEVCP School, Haughley (Academy)	105 to 140	£604,380	LA067, LA104, LA117	192	£828,864	Expansion is to be further investigated and dependant on future pupil forecasts

School Planning Area/ Pyramid	School (With type - Academy /LA Maintained)	Existing to New Net Capacity	Cost indication	Emerging JLP site allocation references	Estimated number of new dwellings deriving from JLP site allocations	Use of agreed cost multipliers	Feasibility Appraisal Status / Project Update Outcome (with RAG rating)
	Freeman Community Primary, Stowupland (Academy)	210 to 315 (Master plan to 420)	£1,813,140	LA077, LA078, LA100, LS01	481	£2,076,477	Stage 1, preliminary completed Oct 2018
	Mendlesham Primary School (Academy)	105 to 140	£604,380	LA073	75	£323,775	Complete
Stowmarket Planning Area	Bosmere CP School, Needham Market (Maintained)	315 to 360 (able to expand to 420)	£777,060	LA030, LA031, LA032, LS01 (Creeping St Mary)	244	£1,053,348	Ongoing Capital Project
	Chilton CP School, Stowmarket (Maintained)	Able to expand from 210 to 315	Expansion possible, to be confirmed at Plan review stage.	LA037	40	£172,680	Has the possibility to expand to provide for additional provision in Stowmarket. Whilst a formal feasibility has not been conducted, the site is large enough to sustain expansion now that the former Stowmarket Middle detached playing field forms part of the site.
	Trinity CEVAP School, Stowmarket (Maintained)	Able to expand from 315 to 420 (masterplan)	Not Applicable			Not looking to expand in relation to JLP growth	Not Required – however has the possibility to expand to provide for additional provision in Stowmarket
Stradbroke Planning Area	All Saints CEVAP School, Laxfield (Maintained)	119 to 140	£362,628	LS01 (x2)	62	£267,654	Complete

School Planning Area/ Pyramid	School (With type - Academy /LA Maintained)	Existing to New Net Capacity	Cost indication	Emerging JLP site allocation references	Estimated number of new dwellings deriving from JLP site allocations	Use of agreed cost multipliers	Feasibility Appraisal Status / Project Update Outcome (with RAG rating)
	Stradbroke CEVCP School (Academy)		Not Applicable				Not currently looking at expanding due to quantum of growth proposed. Displacement of out of catchment pupils over time through the admissions process will release capacity. Should demand for places change, this may necessitate the expansion of the catchment school using developer contributions. Alternatively, another school in the area may require expansion using developer contributions in order to free up capacity at the development's local school, in the longer term.
Thurston Planning Area	Elmswell CP School* (Maintained)	315 to 420	£1,813,140	LA062, LA063, LA064, LA066	304	£1,312,368	Ongoing Capital Project
East Bergholt Planning Area	Bentley CEVCP School (Maintained)	56 to 70	£241,752	LS01	20	£86,340	Complete
	Brooklands Primary School, Brantham (Maintained)	210 to 315	£1,813,140	LA053	70	£302,190	Complete
	Capel St Mary CEVCP School (Maintained)	315 to 420	£1,813,140	LA054, LA055, LS01	656	£2,831,952	In progress
	Copdock Primary School (Maintained)	70 to 105	£604,380	LA005	14	£60,438	In progress
Great Cornard	Wells Hall Primary, Great Cornard (Academy)	420 to 525 (Phase 1) (Phase 2/masterplan to 630)	£1,813,140	LA040, LA042 (half)	296	£1,277,832	Both feasibility studies are complete - Potential expansion of one or both schools resulting from committed growth and JLP growth.
	Pot Kiln Primary School, Great Cornard (Maintained)	315 to 420	£1,813,140	LA039, LA042 (half)	258	£1,113,786	

School Planning Area/Pyramid	School (With type - Academy /LA Maintained)	Existing to New Net Capacity	Cost indication	Emerging JLP site allocation references	Estimated number of new dwellings deriving from JLP site allocations	Use of agreed cost multipliers	Feasibility Appraisal Status / Project Update Outcome (with RAG rating)
Hadleigh Planning Area	Beaumont CP School, Hadleigh (Maintained)	140 to 210	£1,208,760	LA027, LA028, LA114, LA115	637	£2,749,929	Complete
	St Mary's Church of England Primary School, Hadleigh (Academy)	from 210 to 315 (St Mary's CE)	£1,813,140 (calculated for 105 places)				Not required
	OR Hadleigh Community Primary School (Maintained)	from 546 to 630 (Hadleigh CP)					
Holbrook Planning Area	Shotley CP School (Maintained)	196 to 315	£2,054,892	LA075	50	£215,850	
Sudbury Planning Area	Long Melford CEVCP School (Academy)	210 to 315	£1,813,140	LA113	150	£647,550	Further information from feasibility study is needed to assess optimal expansion of the school

\*Please see note at paragraph 3.5.10 regarding Elmswell and Woolpit Primary Education.

**Table 7: Existing primary schools not planned to expand in relation to the Joint Local Plan growth**

3.5.9. Please note that depending on windfall growth happening outside of the Joint Local Plan proposed growth, the schools listed below may need to expand.

School Planning Area/Pyramid	School
Claydon Planning Area	Henley Primary School
	Somersham Primary School
Debenham Planning Area	Bedfield CEVCP School

School Planning Area/Pyramid	School
	Creeting St Mary CEVAP School
	Earl Soham CP School
	Helmingham CP School
	Stonham Aspal CEVAP School
	Wetheringsett CEVCP School
Eye Planning Area	Gislingham CEVCP School
	Mellis CEVCP School
	Occold Primary School
	Palgrave CEVCP School
	St Botolph's CEVCP School, Botesdale
	St Edmund's Primary School, Hoxne
	Thorndon CEVCP School
	Wortham Primary School
Stowupland Planning Area	Bacton CP School
	Old Newton CEVCP School
Stowmarket Planning Area	Abbot's Hall CP School, Stowmarket
	Cedars Park Primary School, Stowmarket
	Chilton CP School, Stowmarket
	Combs Ford Primary School
	Great Finborough CEVCP School
	Ringshall School
	Trinity CEVAP School, Stowmarket
	Wood Ley CP School, Stowmarket
Stradbroke Planning Area	Fressingfield CEVCP School
	Mendham Primary School
	Stradbroke CEVCP School
	Wilby CEVCP School
	Worlingworth CEVCP School
Thurston Planning Area	Bardwell CEVCP School
	Barnham CEVCP School
	Barningham CEVCP School

School Planning Area/Pyramid	School
	Cockfield CEVCP School
	Great Barton CEVCP School
	Honington CEVCP School
	Hopton CEVCP School
	Ixworth CEVCP School
	Norton CEVCP School
	Rattlesden CEVCP School
	Rougham CEVCP School
	Stanton CP School
	Thurston CEVCP School
	Walsham-le-Willows CEVCP School
	Woolpit CP School
<b>East Bergholt Planning Area</b>	East Bergholt CEVCP School
	Stratford St Mary Primary School
<b>Bury St Edmunds Planning Area</b>	All Saints CEVCP, Lawshall
<b>Great Cornard Planning Area</b>	Boxford CEVCP School
	Bures CEVCP School
	Lavenham CP School
	Nayland Primary School
	Stoke-by-Nayland CEVCP School
<b>Hadleigh Planning Area</b>	Bildeston Primary School
	Elmsett CEVCP School
	Hadleigh CP School / St Mary's CofE, Hadleigh
	Hintlesham & Chattisham CEVCP School
	Kersey CEVCP School
	Whatfield CEVCP School
<b>Holbrook Planning Area</b>	Chelmondiston CEVCP School
	Holbrook Primary School
	Stutton CEVCP School
	Tattingstone CEVCP School
<b>Ipswich South West Planning Area</b>	Halifax Primary School (Stoke Park catchments)
<b>Sudbury Planning Area</b>	Acton CEVCP School

School Planning Area/Pyramid	School
	Cavendish CEVCP School
	Glemsford Primary Academy
	Great Waldingfield CEVCP School
	Hartest CEVCP School
	St Gregory CEVCP School, Sudbury
	St Joseph's RCP School, Sudbury
	Tudor CEVCP School, Sudbury
	Woodhall CP School, Sudbury

**Table 8: New primary schools based on JLP growth**

School Planning Area/ Pyramid	School	Additional Net Capacity	Cost indication	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
Claydon Planning Area	Claydon - new primary school as part of application 1856/17 (LA002)	210	£4,306,680	LA001, LA002, LA003, LA102, LS01	880	£4,511,760	S106 from existing commitments and planned growth of the JLP sites.
	Sproughton - Wolsey Grange New Primary School (also referred to as Chantry Vale)	420	£8,613,360	LA008, LA009, LA013, LA014	1513	£7,757,151	S106 from existing commitments and planned growth of the JLP sites.
Stowupl and Plannin g Area	Bacton – Relocation of existing school on Middle school land (DC/17/037 9 - 50 home plus new school) [Land allocation needed on	315	£6,460,020	LA046, LA047, LA105, LA106, LS01 (x4)	302	£1,548,354	CIL / S106 from existing commitments and planned growth of the JLP sites.

School Planning Area/ Pyramid	School	Additional Net Capacity	Cost indication	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
	LA046] - Relocation of current primary school.						
	<b>Stowupland - potential new primary school needed</b> (to be re considered at the Local Plan review stage should it not be possible to expand the existing Freeman primary school)	210	£4,306,680	Freeman CP currently planned to expand; this will be reviewed at Plan review stage.	n/a	n/a	S106 from planned growth of the JLP sites.
<b>Stowmarket Planning Area</b>	New Chilton Leys Primary School	420	£8,613,360	LA034, LA035, LA036, LA038	1600	£8,203,200	S106 from existing commitments and planned growth of the JLP sites.
<b>Thurston Planning Area</b>	<b>Woolpit - new primary to supply growth of Elmswell and Woolpit*</b>	210 (future proofed to 420 as masterplan)	£4,306,680	LA065, LA093, LA094, LA095, LA097, LS01 (x2)	768	£3,937,536	S106 from existing commitments and planned growth of the JLP sites.
	New school in Thurston (includes relocation of existing school and additional provision)	420 (includes relocation of existing 210 primary school)	£8,613,360	LA084, LA085, LA086, LA087, LA088, LA089, LA090, LA103, LS01	1000	£5,127,000	S106 from existing commitments and planned growth of the JLP sites.

School Planning Area/ Pyramid	School	Additional Net Capacity	Cost indication	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
Sudbury Planning Area	New Chilton Woods Primary School	420	£8,613,360	LA041	130	£666,510	S106 from existing commitments and planned growth of the JLP sites.

\*Please see note at paragraph 3.5.10 regarding Elmswell and Woolpit Primary Education.

3.5.10. In terms of Primary Education for the catchment areas of Elmswell and Woolpit, the following represents the overall strategy to mitigate the impact of cumulative growth: -

- For Elmswell, the existing Elmswell Primary School is unable to take the additional growth proposed in the emerging Joint Local Plan. Although it is already planned to expand Elmswell Primary School from 315 places to 420 places, this is the maximum the site can enable this school to expand to. This expansion is aimed to provide for the committed growth in Elmswell, in particular for the sites to the east. For Early Years provision, a new setting is required, this is identified on emerging site allocation LA065 of the Joint Local Plan. From a pupil planning perspective, additional pupils arising in Elmswell are planned to take places in Woolpit where additional capacity is able to be developed. A new school in Elmswell is not sustainable based on the growth arising.
- For Woolpit, the existing primary school in Woolpit is not looking to be expanded currently, this is due to site constraints, and there is currently some capacity to take additional pupils. The IDP does not refer to this primary school as expanding, as even if it were able to expand, it would not be able to provide for the quantum of growth committed and proposed for the area, hence new provision is required. A new primary school of 210 places is therefore planned, which would be future proofed to expand to 420 places, with a land allocation of 3ha on emerging Joint Local Plan policy LA095. This land allocation would also include provision for a pre-school of 60 places.
- To facilitate sustainable access between Elmswell and Woolpit, a pedestrian and cycle link over the A14 is currently planned to provide a safe pedestrian and cycle route connecting the two settlements. This proposed new link will also enable safe walking and cycling to the new school proposed in Woolpit. The pedestrian and cycle link is assessed as essential in the IDP, in order to deliver sustainable growth within the area. Details of funding identified and estimated costs can be found in the Appendix, under project IDP096.

### 3.6. SECONDARY EDUCATION

- 3.6.1. The provision of secondary school places in relation to the planned growth is considered at a strategic level, looking across the general needs arising from the preferred sites, as well as the current growth locations for development already granted planning permission and the growth planned from neighbouring local authorities.
- 3.6.2. The principles for secondary education are the same as those for primary education, the main additional points to consider are:
- Expansions are costed at £23,775 per secondary school place (50 dwellings = 11 secondary school places). Site preparation costs are included; however land costs are excluded.
  - New secondary schools are costed at £24,929 per place. Land and site preparation costs are excluded.
  - The need for a new secondary school is generated by around 5,000 new homes.

**Table 9: Cost Multiplier for Secondary School Education<sup>4</sup>**

Infrastructure Type: Primary School Education	Project Cost Multiplier	Approximate Cost Per Dwelling	Funding Mechanism
Expansion	23,775	£23,775* 0.18 = £4,280per dwelling	CIL
New Build	24,929	£24,929* 0.18 = £4,487per dwelling	s106

Source: Suffolk County Council Developer Contributions 2019/20 costs, based of DfE March 2020 guidance.

- 3.6.3. Suffolk County Council, as Education Authority, has advised that the most appropriate strategy for providing additional secondary school capacity for demands arising from the development proposed in the Joint Local Plan is to expand existing secondary schools. This will be re-assessed at the Joint Local Plan review stage.
- 3.6.4. Suffolk County Council has advised of risks to this approach. Should long-term pupil forecasts or parental preferences change, this could change the assumptions which have determined the strategy. Significant windfall development – through individual large sites or cumulative growth – could also present a risk. It is envisaged that these factors can be managed through a review of the Joint Local Plan, five years from adoption, allied to close monitoring of school place needs by the County Council. Babergh and Mid Suffolk District Councils, as local planning authorities, will need to carefully consider proposals for development against the school place strategy. Pupils from residential proposals which cannot be accommodated

<sup>4</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

through the expansion of their nearest school may have to travel further to schools that have capacity and this will need to be considered during the determination of planning applications.

3.6.5. The County and District Councils will also seek opportunities for the establishment of a new secondary school along the A14 corridor, to be determined through the Joint Local Plan review stage. An 'area of search' has been identified as the parishes of:

- Woolpit and Elmswell
- Needham Market (including relevant areas of Creeting St Mary, Badley, Darmsden and Barking adjacent to Needham Market)
- Bramford and Sproughton

3.6.6. The table below summarises which education planning area is expected to require a secondary school expansion.

**Table 10: Secondary Schools Expansions**

**RAG RATING**

**GREEN** = No issues raised from the feasibility study.

**AMBER** = Issues raised from the feasibility study which would require further assessments.

**RED** = Feasibility Study has highlighted significant issues which renders the school expansion unfeasible or where significant funding would be required.

School Planning Area/Pyramid	Secondary School (With type - Academy /LA Maintained)	Existing capacity to capacity able to expand to	Cost Indication	Emerging JLP site allocation references	Estimated number of new dwellings deriving from JLP site allocations	Feasibility Appraisal Status / Project Update Outcome (RAG Rating)
A14 Corridor (BDC/MSDC)	Claydon High School (Academy)	818 to 900	£1,949,550	LA001, LA002, LA003, LA006, LA007, LA010, LA012, LA102, LA107, LA116, LS01 (x4)	1407	Complete
	Stowupland High School (Academy)	1033 to 1460 Phase 1: 1033 to 1050 plus 6 <sup>th</sup> Form Block. Phase 2: masterplan from 1050 to 1200 places.	£3,739,350 (Phase 2)	LA033, LA046, LA047, LA067, LA073, LA077, LA078, LA100, LA104, LA105, LA106, LS01 (x9)	1248	Phase 1 of expansion (to 1050 places and 6 <sup>th</sup> Form block) being built over summer/autumn 2020. With CIL bid agreed in January 2020 of £2,446,575)

	Stowmarket High School (Academy)	1376 to 1400	£570,600	LA030, LA031, LA032, LA034, LA035, LA036, LA037, LA038, LA112, LS01 (x7)	2050	In progress
	Thurston Community College (Maintained)	1940 to 2190	£5,943,750	LA062, LA063, LA064, LA065, LA066, LA084, LA085, LA086, LA087, LA088, LA089, LA090, LA091, LA092, LA093, LA094, LA095, LA097, LA103, LS01 (x16)	2336	Complete
MSDC North	Debenham High School (Academy)	720	Expansion achievable and planned	LA056, LA057, LA058, LA076, LS01 (x6)	325	Complete
	Stradbroke High School (Academy)	435 to 550	£2,734,125	LA080, LA081, LA082, LA083, LS01 (x8)	372	Complete
	Hartismere High School, Eye (Academy)	961 to 1200	£5,682,225	LA020, LA021, LA049, LA050, LA052, LA109, LA110, LA111, LS01 (x12)	665	In progress
BDC East	Hadleigh High School (Academy)	840 to 1200	£8,559,000	LA027, LA028, LA048, LA114, LA115	807	Complete

				LS01 (x7)		
	East Bergholt High School (Academy)	930 to 1500	£13,551,750	LA005, LA014, LA053, LA054, LA055, LS01 (x5)	1281	Complete
	Holbrook Academy (Academy)	600 to 800	£4,755,000	LA068, LA075, LS01 (x8)	170	Complete
	Ormiston Sudbury (Academy)	1132 to 1500	£8,749,200	LA041, LA045, LA113, LS01 (x3)	440	In progress
<b>BDC West</b>	Thomas Gainsborough School, Great Cornard (Academy)	1780	Not looking to expand in relation to JLP growth	LA039, LA040, LA042, LA069, LA098, LS01 (x5)	650	Complete
<b>Ipswich Area</b>	Chantry Academy	900 to 1200	£7,132,500	LA008, LA009, LA013	1038	Expansion planned over two phases (150 places in each phase). Funded from CIL contributions from Babergh District and Section 106 contributions from development in the Ipswich Borough area.
<b>Bury St Edmunds Area</b>	Sybil Andrews Academy	TBC	TBC	LS01 (Lawshall)	15	TBC
	King Edward VI CEVC Upper School	N/A	N/A	LS01 (x2) (Lawshall)	10	N/A

**Table 11: Planned new Secondary Schools within the Ipswich Area**

School Planning Area/Pyramid	School
Ipswich Area	Ipswich Garden Suburb – new Academy Secondary School (Delivery planned by 2026) – Master Plan to 1200

### 3.7. POST 16 EDUCATION

3.7.1. Provision for Post-16 education is increasingly complex due to the changes in the ways in which further Education and Sixth Form provision are delivered. Students have a range of institutional options and are more likely to travel longer distances than for secondary education.

#### Sixth Form Education

3.7.2. Traditionally, Sixth Form education has often been provided alongside secondary education; this is gradually changing over recent years as fewer secondary schools provide a Sixth Form and individual establishments are set-up to provide more specialist provision for students. In Babergh and Mid Suffolk, the secondary schools providing a Sixth Form are located in Stowupland, Stowmarket, Thurston, Eye, Sudbury and Great Cornard.

3.7.3. The table below shows the Sixth Forms available in Babergh and Mid Suffolk and in neighbouring local authorities.

**Table 12: Existing Post 16 Education**

<b>A14 Corridor (BDC/MSDC)</b>	Stowupland High School and Sixth Form
	Stowmarket High School
	Thurston Community College
<b>Ipswich Area (located in Babergh)</b>	Suffolk One Sixth Form College, Ipswich
<b>East Suffolk Area</b>	Thomas Mills High School sixth form, Framlingham
<b>MSDC North</b>	Hartismere School - Secondary and 16 to 18, Eye
<b>West Suffolk Area</b>	King Edward VI Church of England Voluntary Controlled Upper School, Bury St Edmunds and Abbeygate Sixth Form College (from September 2019.) - King Edwards will retain Year 13 for 2019/20 with Abbeygate taking only the new Year 12 entrants. The following year, September 2020, King Edwards closes completely with Abbeygate having Year 12 and 13 students. Haverhill Community Sixth Form

<b>BDC West</b>	Ormiston Sudbury
	Thomas Gainsborough School, Great Cornard

**Table 13: Planned new Post 16 Education**

<b>East Suffolk Area</b>	Brightwell Lakes Development (Adastral Park) – Potential for a New Sixth Form
<b>Bury St Edmunds Area</b>	Abbeygate Sixth Form College - New Sixth Form (To open September 2019 to year 12 pupils. Following years will move pupils from King Edwards, which will be replaced.)

**Table 14: Planned expansions for Post 16 Education**

<b>Hartismere School, Eye</b>	From 130 to 175 places
<b>Stowmarket High School</b>	From 150 to 250 places
<b>Stowupland High School</b>	From 76 to 300 places Phase 1 – Current increase from 185 to 200 through new 6th Form block (under construction over summer/autumn 2020.) Phase 2 – Masterplan future project 200 to 300 places.
<b>Suffolk One Sixth Form College, Ipswich</b>	From 2000 to 2400 places
<b>Thomas Mills Sixth Form, Framlingham</b>	TBC – if expansion
<b>West Suffolk College</b>	TBC – if expansion

3.7.4. The current cost multipliers for Post 16 Education are as per below.

### Cost Multiplier for Post 16 Education<sup>5</sup>

Infrastructure Type: Primary School Education	Project Cost Multiplier	Approximate Cost Per Dwelling	Funding Mechanism
Expansion	23,775	£23,775* 0.04 = £951 per dwelling	CIL
New Build	24,929	£24,929* 0.04 = £997 per dwelling	s106

Source: Suffolk County Council Developer Contributions 2019/20 costs, based of DfE March 2020 guidance.

3.7.5. In terms of provision for Sixth Forms education related to the growth of the Joint Local Plan, a wider assessment of the needs on a County wide basis will be carried out by Suffolk County Council in partnership with the neighbouring authorities to look at the best options for provision in relation to planned growth. The 2017 Norfolk and Suffolk Further Education Area Review, suggests that, based on 2014 ONS Sub national population projections, the 16-18 cohort is expected to fall by 9.3% between 2015 and 2019, and then increase by 18.4% between 2019 and 2030.

3.7.6. As such, whilst options exist for providing additional post-16 capacity for students from Babergh and Mid Suffolk, further consideration will be given to long term needs for post-16 provision. This will need to include an assessment of demand arising from the emerging Babergh and Mid Suffolk, Ipswich and East Suffolk Local Plans.

### Further Education

3.7.7. There are currently no establishments for further education located within Babergh and Mid Suffolk. Provision is available in neighbouring authorities such as the Colchester Institute in Colchester, West Suffolk College in Bury St Edmunds, Otley College in East Suffolk and Suffolk New College in Ipswich. Further Education addresses a variety of vocational and academic post-16 education needs, in a setting other than a school sixth form.

3.7.8. Further Education capacity is funded through the Colleges themselves, using a combination of their own funds, bank borrowing and Government grants (such as through Local Enterprise Partnerships).

## 3.8. SPECIAL EDUCATION NEEDS AND DISABILITY

3.8.1. Special Education Needs and Disability (SEND) will also need to be addressed through this IDP, in accordance with the published Department for Education guidance, 'Securing developers contributions for education,

<sup>5</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

April 2019', which stipulates that all education needs (ages 0 – 19) including Special Education Needs (SEN), are to be addressed through development plans. The DfE guidance indicates that costs for SEND provision can be assumed to be four times the cost of mainstream places.

- 3.8.2. The demand for specialist education places in Suffolk is rising rapidly due to the county's population growth, advances in medicine and the increasing complexity of specialist needs.
- 3.8.3. Consultation on the Suffolk SEND Sufficiency Plan was undertaken in 2018. Projections made to inform this plan indicated that, by 2020, Suffolk could need as many as 300-400 new specialist education places for schools age children and over 100 new specialist places in Post-16 learning. SEND units are likely to be needed in Babergh and Mid Suffolk within the next 5-10 years. These are likely to be based in the major towns of Stowmarket, Hadleigh and Sudbury. However, there may be the need and scope for others in smaller settlements. The existing pupil Referral Unit in Sudbury may also need to be expanded to provide more places.
- 3.8.4. Across Suffolk, 1.8% of Suffolk's school population have Education, health and care (ENC) Plan and attend mainstream schools and 1.5% attend special schools or a Pupil Referral Unit. The County Council is currently undertaking work to understand the SEND needs which would be expected to arise from development. This work will link into the County Council's SEND Sufficiency Plan as it is developed and will also need to be reflected into the IDP. This section of the IDP will therefore be reviewed and updated in due course to reflect progress with SEND settings and any advice relating to developers' contributions which may be required in the future in response to this need.
- 3.8.5. The tables below list the existing SEND provision within Suffolk for ages 5-16 and for Post 16 specialist provision commissioned by Suffolk County Council. In addition to the schools listed a special school will open in Ipswich in 2020. Several of the county's existing special schools have expanded and a new campus with additional space for Riverwalk School in Bury St Edmunds opened in September 2018.

**Table 15: Existing SEND provision within Suffolk**

School	Location	Type of Provision
Riverwalk School	Bury St Edmunds	Severe Learning Disabilities Special Schools
Hillside Special	Sudbury	Severe Learning Disabilities Special Schools
Warren	Lowestoft	Severe Learning Disabilities Special Schools
Bridge	Ipswich	Severe Learning Disabilities Special Schools
Priory	Bury St Edmunds	Moderate Learning Disabilities Special Schools
Ashley	Lowestoft	Moderate Learning Disabilities Special Schools
Stone Lodge	Ipswich	Moderate Learning Disabilities Special Schools
Thomas Wolsey	Ipswich	Profound and Multiple Learning Disability Special School

School	Location	Type of Provision
Everitt Academy (Carlton Colville) - Free School	Lowestoft	Social, Emotion and Mental Health Special School
Churchill - Free School	Haverhill	Autistic Spectrum Disorder Special School
Castle Hill Infant School	Ipswich	Specialist Support Centres
Castle Hill Junior School	Ipswich	Specialist Support Centres
Sidegate Primary School	Ipswich	Specialist Support Centres
Causton Junior School	Felixstowe	Specialist Support Centres
Maidstone Infant School	Felixstowe	Specialist Support Centres
Gorseland Primary School	Ipswich	Specialist Support Centres
St Gregory C of E VCP School	Sudbury	Specialist Support Centres
Elm Tree Primary	Lowestoft	Hearing Impaired Unit
Rushmere Primary	Ipswich	Hearing Impaired Unit
Westgate Primary	Bury St Edmunds	Hearing Impaired Unit
King Edward	Bury St Edmunds	Hearing Impaired Unit
Elm Tree Primary	Ipswich	Speech and Language Units
Rushmere Primary	Ipswich	Speech and Language Units
Hardwicke Primary	Bury St Edmunds	Speech and Language Units
Old Warren House	Lowestoft	Pupil Referral Units
The Attic	Lowestoft	Pupil Referral Units
First Base, Lowestoft	Lowestoft	Pupil Referral Units
Harbour	Lowestoft	Pupil Referral Units
The Albany	Bury St Edmunds	Pupil Referral Units
Alderwood	Ipswich	Pupil Referral Units
St Christophers	Ipswich	Pupil Referral Units
First Base, Ipswich	Ipswich	Pupil Referral Units
Kingsfield/ Olive AP Academy	Stowmarket	Pupil Referral Units
Furst Base, Bury	Bury St Edmunds	Pupil Referral Units
Parkside	Ipswich	Pupil Referral Units
Westbridge	Ipswich	Pupil Referral Units
Hampden House	Sudbury	Pupil Referral Units
Include	Ipswich	Independent alternative provision places purchased by Suffolk County Council
Include	Bury St Edmunds	Independent alternative provision places purchased by Suffolk County Council
Include	Lowestoft	Independent alternative provision places purchased by Suffolk County Council

Post 16 Specialist Provider	Location
Cambridge Regional College	Cambridge

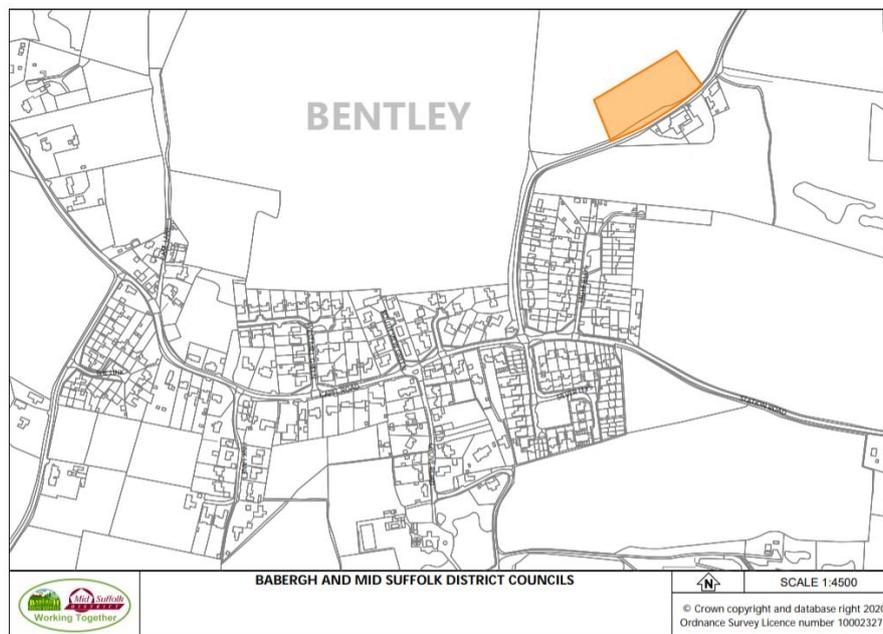
Post 16 Specialist Provider	Location
City College Norwich	Norwich
East Coast College	Lowestoft and Great Yarmouth
East Norfolk Sixth Form College	Great Yarmouth
Easton and Otley College	Otley
Lowestoft Sixth Form College	Lowestoft
Suffolk New College	Ipswich
West Suffolk College	Bury St Edmunds
WS Training	Ipswich
Suffolk ONE	Ipswich

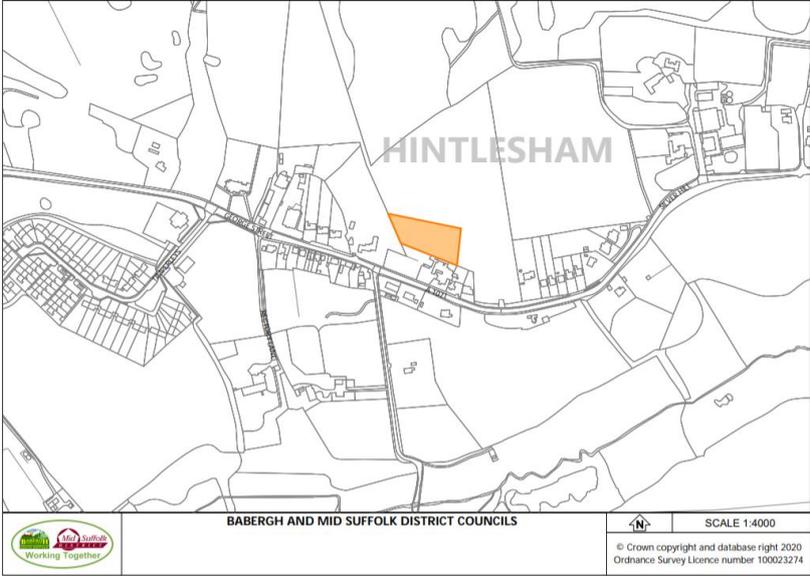
### **3.9. LAND NEEDED FOR EXPANSIONS OF EXISTING SCHOOLS AND PROVISION OF NEW SCHOOLS**

3.9.1. The table below identifies the land allocations in areas where there is demonstrated evidence of required need to either provide expansions of existing schools, or land allocation for the provision of new schools.

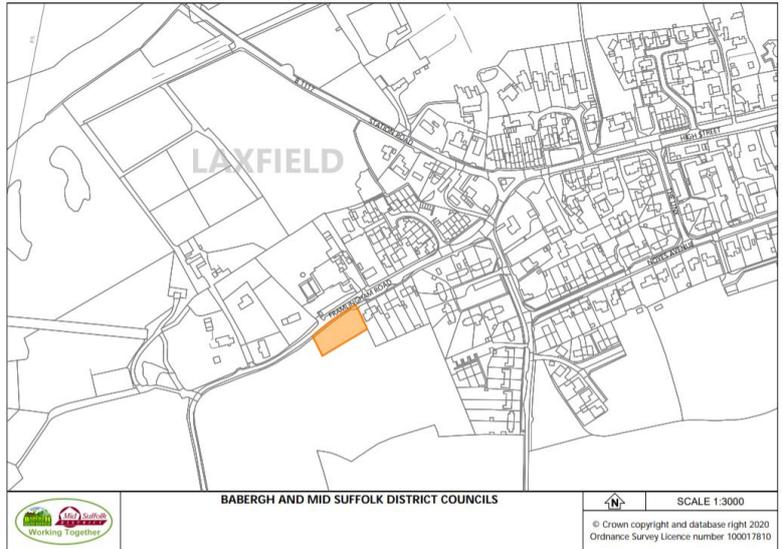
**Table 16: Land needed for expansions of existing schools and provision of new schools (primary and secondary schools)**

School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
<b>Land allocations for Primary school expansions</b>					
<b>Bentley – Primary School</b>	1 ha	<p>The County Council does not intend to expand Bentley Primary School beyond 70 places. Expansion beyond 70 places would be challenging, expensive and is not forecast to be necessary for delivery of the Local Plan.</p> <p>However, the school is currently some way distant from its playing fields. Additional land for playing fields on the other side of Church Road would significantly improve the operation of the school and remove the need for pupils to travel to playing fields almost 1km / 0.6 mile away.</p> <p>It would also enable a qualitative/safeguarding improvement as the school could utilise and supervise the field far more effectively.</p>	Short term (up to 5 years)	In order to meet the requirements of paragraphs 91, 92 and 94 of the NPPF, the Local Plan should allocate land for new playing fields north of Church Road.	The County Council will, in due course, seek to purchase the land from the landowner at Education land use value.



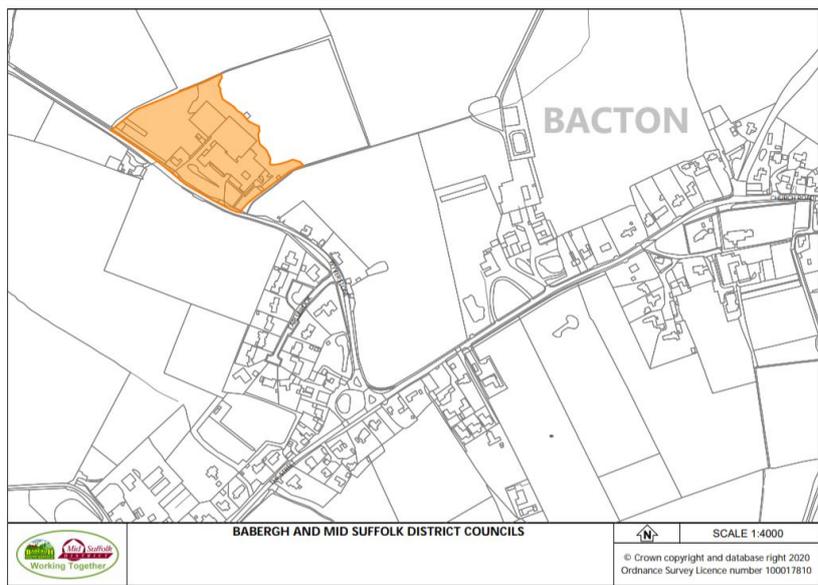
School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
<b>Eye -Primary School</b>		It has been confirmed by SCC that St Peter and St Paul Church of England Primary School can expand from 210 to 315 places (Phase 1) within its own site, however for expansion to 420 places (Phase 2) additional land may be required.	Medium term (5 to 10 years)	JLP/NP allocations circa 500 dwellings and committed growth circa 300.	
<b>Hintlesham – Hintlesham &amp; Chattisham Primary School</b>	0.18ha	To enable the school to meet external space standards and enable future remodelling/expansion of the primary school if needed, an area of land to the north of the existing site is needed to prevent land locking.	Medium term (5 to 10 years)	In order to meet the requirements of paragraphs 91, 92 and 94 of the NPPF.	The School provider will, in due course, seek to transfer land from the landowner.
					
<b>Laxfield – All Saints Primary School</b>	0.06 ha	Land allocation required to facilitate relocating the existing car park to provide for expansion to 140. Expansion of existing school would be constructed on existing car park.	Short term (up to 5 years)	Windfall growth through JLP boundary reviews, no JLP residential site allocations. Committed growth.	Land to be secured through the development of Land to the south of Framlingham Road, Laxfield.

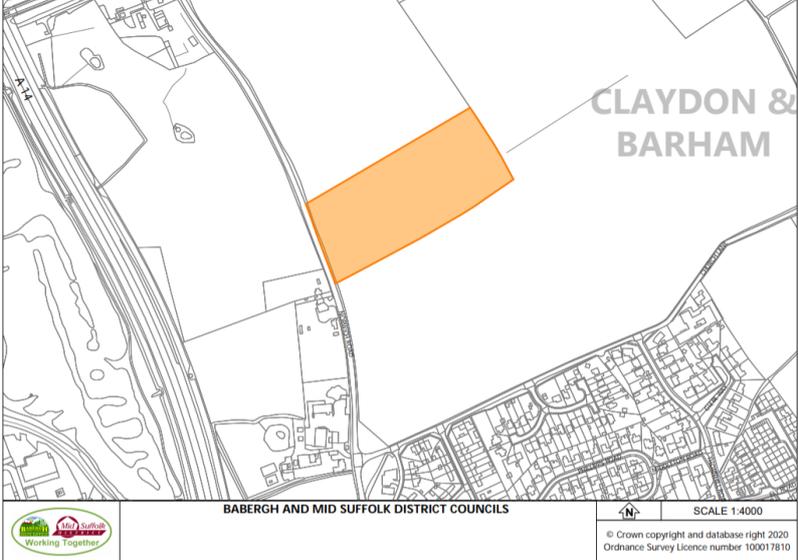
School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
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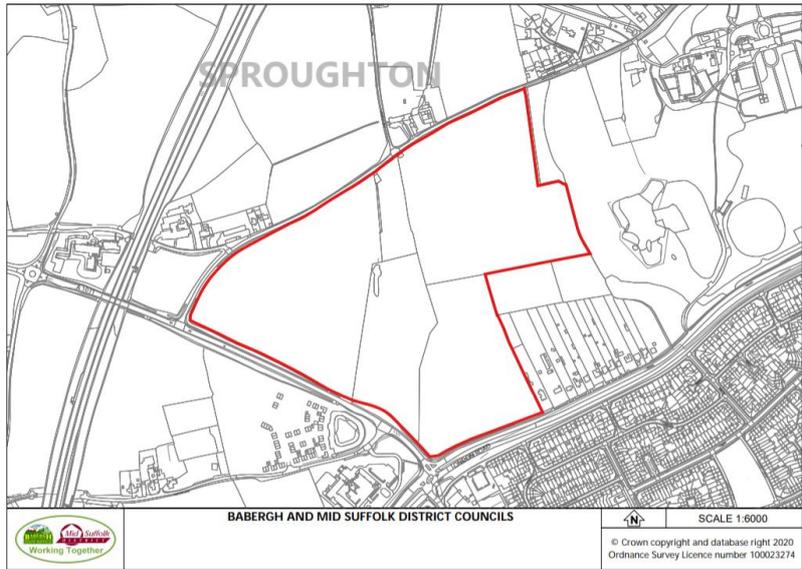
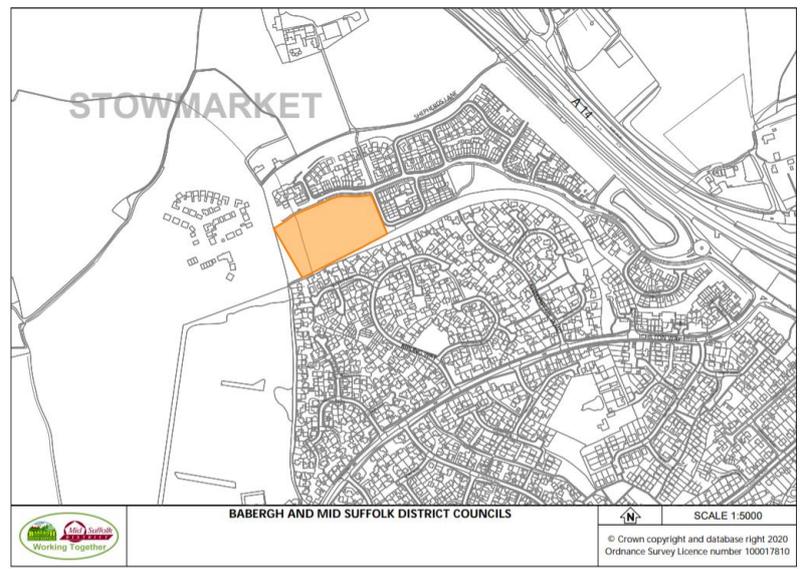


**Land allocations for new Primary schools**

<b>Bacton -</b> New school (relocation) on Middle school land (DC/17/037 99 / LA046 - 50 home plus new school) - relocation of current primary school.	1.7ha	Land allocation required to facilitate relocating the current primary school.	Short term (up to 5 years)	JLP allocations circa 110 dwellings and committed growth.	Existing use of the land already in education authority control, principle of education use already established.
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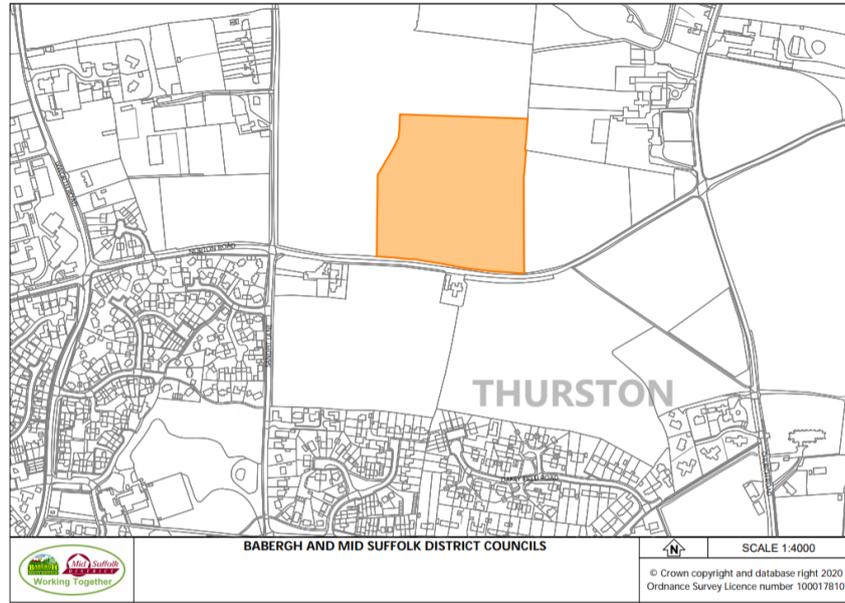


School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
<b>Claydon &amp; Barham</b> - New primary school as part of planning application 1856/17 (Land North West of Church Lane, Barham)	3ha	Site of 3ha of land needed for new primary school on Land North West of Church Lane, Barham.	Short term (up to 5 years)	JLP allocations and committed growth.	Land to be secured as part of policy LA002 and through Section 106 agreement once planning permission granted.
					
<b>Sproughton</b> – Wolsey Grange Primary	3ha	Site of 3ha of land needed for new primary school on Wolsey Grange 2 - (land north of A1071). A site 3ha would future proof the new school to 630 places and would accommodate an Early Years setting for 60 places. A second site of 0.1ha is needed for a second Early Years setting of 60 places.	Short to medium term (up to 10 years)	JLP allocations circa 1000 dwellings and committed growth circa 700.	Land to be secured as part of policy LA013 and through Section 106 agreement as part of planning permission.

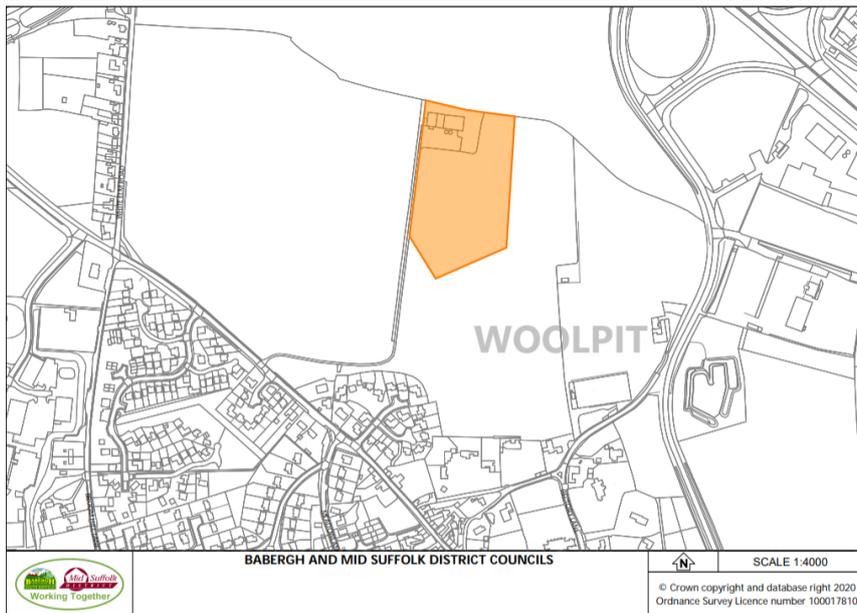
School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
					
<b>Stowmarket</b> - New Chilton Leys Primary School	1.6ha	1.6ha allocation as part of Planning Permission 5007/16.	Short term (up to 5 years)	JLP allocations circa 700 dwellings and committed growth circa 900.	SCC – land secured through Section 106 agreement as part of planning permission.
					
<b>Stowupland</b> – Potential new primary school	3ha	Site of 3ha of land needed for a potential new primary school on land South of Stowmarket Road, Stowupland, Policy LA078. This allocation would provide for the new education provision needed for the area if the existing primary school (Freeman) is unable to expand.	Medium to long term (up to 10 years or more)	JLP allocations circa 400 dwellings and committed growth circa 400.	SCC as education authority would be looking to secure the land.

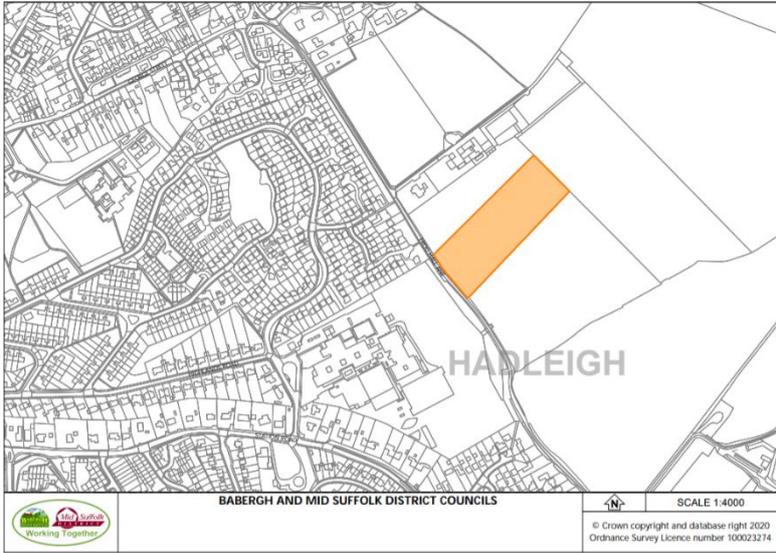
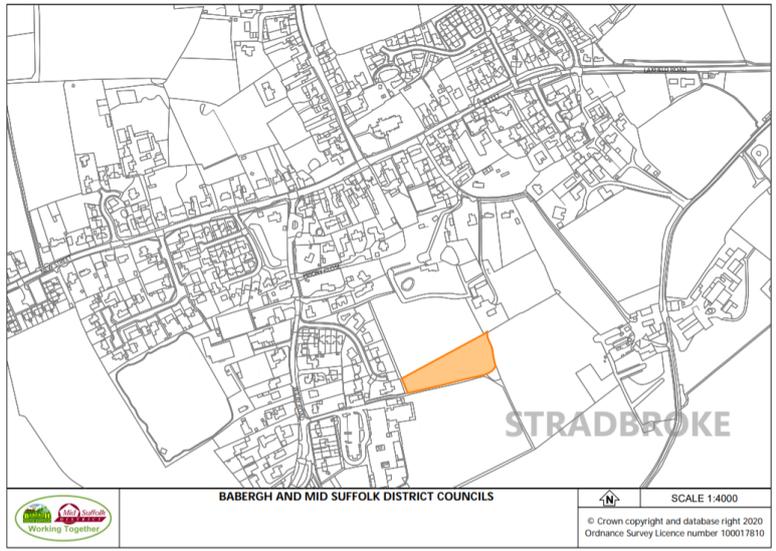
School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
<b>Sudbury - New Chilton Woods Primary School (includes new pre-school)</b>	2.3ha	2.3ha allocation as part of Planning Permission B/15/01718, Chilton Woods Mixed Use Development Land North of Woodhall Business Park, Sudbury	Medium term (up to 10 years)	JLP allocations circa 500 dwellings and committed growth circa 1150.	SCC – land secured through Section 106 agreement as part of planning permission.
<b>Thurston – New School in Thurston (includes pre-school of 30 places)</b>	3ha	Site of 3ha of land needed for the relocation and expansion of Thurston Church of England Primary Academy. The land for the primary school is being provided as part of a housing development at land north of Norton Road (5070/16)	Short term (up to 5 years)	JLP allocations circa 500 dwellings and committed growth circa 900.	SCC – land secured through Section 106 agreement as part of planning permission.

School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
		The new school will provide 420 places, which includes the relocation of the existing 210 place primary school. To be built for September 2021.			



<b>Woolpit</b> - new primary to supply growth of Elmswell and Woolpit	3ha	Site of 3ha of land needed for new primary school on Land Off Bury Road The Street Woolpit (Policy LA095), under planning application DC/18/04247).	Short term (up to 5 years)	JLP allocations and committed growth.	SCC – land secured through Section 106 agreement as part of planning permission.
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School	Land allocation in ha	Reason for allocation	Estimated timeline for school expansion	Expansion necessary in relation to planned growth	Land Assembly/Evidence of land ownership agreement for use
<b>Land allocations for Secondary school expansions</b>					
<b>Hadleigh - Secondary School</b>	1.2 ha	Site of 1.2ha of land needed for secondary school expansion from 840 to 1200, on land north east of Frog Hall Lane, Policy LA028. In accordance with new NPPF para 94 and DfE guidance of April 2019, need to protect the ability to expand.	Short to medium term (up to 10 years)	JLP allocations circa 550 dwellings, committed growth circa 100 dwellings, pending decision on 172 dwellings.	SCC as education authority will be looking to secure the land.
					
<b>Stradbroke - High School</b>	0.5ha	0.5 hectares of the southern part of Land to the east of Farriers Close (policy LA083 and STRAD/16 of the Stradbroke Neighbourhood Plan)	Medium to long term (up to 10 years or more)	Allows for possible extension of the playing field (in accordance with the Neighbourhood Plan)	Policy LA083 and STRAD 16 of the Stradbroke Neighbourhood Plan. SCC as education authority will be looking to secure the land.
					

## 4. HEALTH

- 4.1.1. This section of the IDP has been drafted and agreed with representatives of the NHS England and the Clinical Commissioning Groups (CCG) covering both Babergh and Mid Suffolk (Ipswich & East Suffolk CCG and West Suffolk CCG), as well as representatives from the West Suffolk NHS Foundation Trust (WSFT), the East Suffolk and North Essex NHS Foundation Trust (ESNEFT), the Essex Partnership University Trust, the Norfolk and Suffolk NHS Foundation Trust, and the East of England Ambulance Service Trust. The North East Essex Clinical Commissioning Group has also provided information in relation to health practices that are likely to be impacted by development in Babergh and Mid Suffolk.
- 4.1.2. The impact of COVID-19 is not fully understood at this stage. However, it is acknowledged that the mid to long term impact on the health services may further change the current understanding for health provision in the light of the proposed growth of the emerging Joint Local Plan. An initial understanding of the impact of the current pandemic in particular relates to the configuration of health practices and the rapid increase in the use of digital technology.

### 4.2. THE WIDER CONTEXT

- 4.2.1. Over the last six years, three key reports have been published which are driving change and setting a new strategic context for the provision of health care nationally. The reports have contributed to the pivotal change that is now occurring within the NHS.
- 1) Five Year Forward View (Oct 2014) - sets out how the NHS service must change and move towards care models required for the future. It recognises that the NHS is too diverse for a 'one size fits all' solution. It advises that changes in policy and new approaches to NHS leadership are needed to deliver the recommendations set out in the document. This report is further supported by a follow up report, 'Next Steps on the Five Year Forward View (Mar 2017)' which makes specific reference to estate and facilities management services, including the modernisation of primary care facilities, the sharing of facilities between organisations, the improving of estates and facilities, and the splitting of emergency/urgent care from planned surgery clinical facilities.
  - 2) Lord Carter Review – Operational Productivity and Performance in English NHS Acute Hospitals (Jan 2016) – is an independent report reviewing operational productivity in acute trusts, focusing on efficiency and productivity opportunities, and consider four areas of spend:
    - Workforce;
    - Hospital Pharmacy and Medicines Optimisation;
    - Estate Management (effective use of the estate, reduce holding costs, sharing of property across sectors, disposal of surplus estate, effective estate investment.)

- Procurement.

3) Naylor Review – NHS Property and Estates: why the estate matters for patients (Mar 2017) – this is an independent report led by Sir Robert Naylor. It acknowledges that if the NHS is to meet its pledge of better utilisation of estate, and to release surplus land to deliver 26,000 homes, then additional capital investment is required. It calls for ‘Sustainable Transformation Plans’ to develop robust capital strategies that are aligned with clinical strategies in order to maximise value for money and address backlog maintenance issues. The Naylor review was a landmark report, highlighting the challenge of making sure the NHS has the buildings and equipment it needs, but also the scale of the opportunity that the NHS estate offers to generate money to reinvest in patient care.

4.2.2. As a result of the above, in 2016, NHS organisations and local councils came together to form sustainability and transformation partnerships (STPs) covering the whole of England, and set out their proposals to improve health and care for patients.

4.2.3. In some areas, partnerships have evolved to form an Integrated Care System (ICS); a new type of closer collaboration. In an integrated care system, NHS organisations, in partnership with local councils and others, take collective responsibility for managing resources, delivering NHS standards, and improving the health of the population they serve.

4.2.4. Babergh and Mid Suffolk are within the area of one of the ICS created, the **Suffolk and North East Essex Integrated Care System**. Within this ICS, there are: -

Commissioners

- Ipswich and East Suffolk CCG
- West Suffolk CCG
- North East Essex CCG

Providers

- Voluntary and Community Sector for example Hospices
- 102 GP practices
- Suffolk County Council and Essex County Council Public Health and Social care
- Dental provision – commissioned and funded by NHS England

Trusts

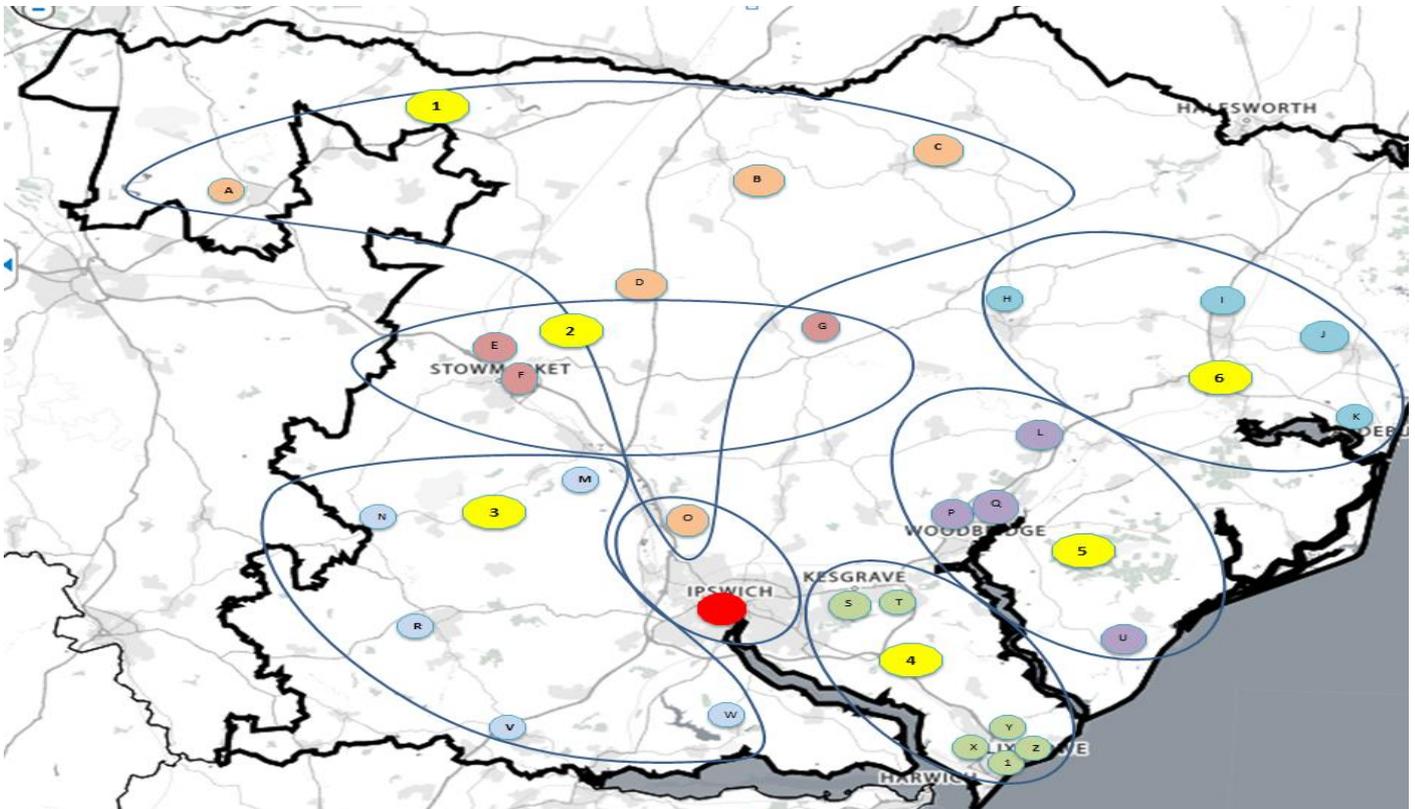
- West Suffolk NHS Foundation Trust – Acute hospital and community services
- East Suffolk and North Essex NHS Foundation Trust – Acute hospitals and community services
- Essex Partnership University NHS Foundation Trust (mental health services)
- Norfolk and Suffolk NHS Foundation Trust (mental health services)
- East of England Ambulance Service NHS Trust

- National Oversight and Advisory
- Public Health England
  - NHS England/Improvement

4.2.5. Through the Suffolk and North East Essex Integrated Care System, a Section 106 and CIL Task and Finish Group was created which identified gaps in knowledge across the whole system on statutory responsibilities. As part of the workstreams identified through this group, there is the development of a Health & Wellbeing Statement which is to be included within planning application responses as we move to working in a more integrated way with our health and care partners. This enables a system wide response on behalf of health and care partners for developments over 250 units. Another important change brought in for the group, is to utilise monies not just to increase floor space but alternative transformational solutions, for example: digital & IT solutions, workforce, initiatives to improve Health and Well Being. The building cost tariffs have also been updated to reflect current Q1 2020 BCIS Costing Index. These will be reviewed on an ongoing basis. Currently the Task and Finish group is working on four workstreams to deliver outcomes, these being: evidence based to support Section 106 / CIL requests, key working housing evidence, prevention evidence and alternative mitigation evidence.

4.2.6. The map below shows the current Primary Care Networks within Suffolk.

**Diagram 1. Primary Care Networks in Suffolk**



1. North West Suffolk	A. Ixworth	N. Bildeston
2. Mid Suffolk	B. Eye	O. Barham and Claydon
3. South Rural	C. Fressingfield	P. Framfield House
4. Felixstowe	D. Mendlesham	Q. Little St John Street
5. DHG South	E. Stow Health	R. Hadleigh
6. North East Coastal	F. Combs Ford	S. The Birches
	G. Debenham	T. Martlesham
	H. Framlingham	U. Alderton
	I. Saxmundham	V. Constable Country
	J. Leiston	W. Holbrook and Shotley
	K. Church Farm	X. Haver Health
	L. Wickham Market	Y. Walton
	M. Needham Market	Z. The Grove

### 4.3. THE LOCAL CONTEXT FOR PATIENTS OF BABERGH AND MID SUFFOLK

- 4.3.1. Existing provision of GP practices is detailed below. In Babergh, there are currently 16 practices, including branches of group practices. In Mid Suffolk, there are 12 practices, including branches of group practices. There are also 13 practices that are located in neighbouring local authorities which are available to residents of Babergh and Mid Suffolk.
- 4.3.2. Capacity is only currently available at the Needham Market Country Practice and the Glemsford practice, to provide healthcare in relation to the potential site allocations.
- 4.3.3. It is recognised that due to population dynamics, it is already known that an increase in NHSE funding for the provision and maintenance of healthcare facilities and services over the plan period, would be experienced in both districts independently of the proposed growth. However, additional provision will also need to be made to address the effects that new future growth will have on healthcare capacity. Existing shortfalls are expected to be addressed by NHSE through its existing budgets. Therefore, the IDP only deals with needs in respect of planned growth taking into account existing committed growth (Appendix A).
- 4.3.4. The growth identified in the Joint Local Plan would necessitate additional healthcare provision (developer funded through s106 or CIL), which would principally be focused on GP-related medical services and supporting community health services, such as physiotherapy and chiropody.
- 4.3.5. The preferred approach to addressing provision is to maximise the use of existing surgeries. This can be through extending the surgery or through their reconfiguration, refurbishment and reequipping.
- 4.3.6. Full assessments of infrastructure needs will be undertaken as part of the planning application stage, however for the purpose of this IDP in identifying the impact of growth for each catchment healthcare practice, discussions took place with our health partners from the Clinical Commissioning Groups.

4.3.7. The approach used to derive indicative costs and financial contributions is as follows:

1. Weighted List Size: The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
2. Current NIA: Current Net Internal (NIA) Area occupied by the Practice.
3. Capacity: Based on 120m<sup>2</sup> per 1750 patients (this is considered the current optimal list size for a single GP within the East Directorate for Commissioning Operations (East DCO). Space requirement aligned to the Department of Health guidance within “Health Building Note 11-01: facilities for Primary and Community Care Services”.
4. Spare Capacity (NIA M<sup>2</sup>): Based on existing weighted list size.
5. Additional Population Growth: Calculated using the West Suffolk District average household size of 2.3 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
6. Additional Floor Space Required to Meet Growth: Based on 120m<sup>2</sup> per 1750 patients (this is considered the current optimal list size for a single GP within the East DCO). Space requirement aligned to the Department of Health guidance within “Health Building Note 11-01: facilities for Primary and Community Care Services”.
7. Spare Capacity (NIA): Existing capacity within premises.
8. Capital Required to Meet Additional Floor Space: Based on standard m<sup>2</sup> cost multiplier for primary healthcare in the East Anglia Region from the BCIS Public Sector Q1 2020 price & cost Index, adjusted for professional fees, fit out and contingencies budget (£3,652/m<sup>2</sup>), rounded to nearest £100.

4.3.8. **Please note:** All costs in this section are quoted at April 2020 prices and all s106 contributions must be index linked to this date. Therefore, financial information and figures used in the calculation of cost indications and contributions may change over time.<sup>6</sup>

4.3.9. It is also important to note that the current threshold for the CCG to comment on planning applications is 50 plus dwellings. Although the CCG is recording applications under 50 dwellings, to assess cumulative growth. For developments over 250 dwellings, since 1<sup>st</sup> November 2019, the Trusts (West Suffolk Foundation Trust, East Suffolk North Essex Foundation Trust (ESNEFT), Norfolk and Suffolk Foundation Trust (NSFT), East of England Ambulance Service NHS Trust (EEAST) can respond to planning applications as well as the CCG. The CCG together with the Trusts are working as part of the NHS Integrated Care Systems (ICS) Task and Finish Group, to prepare evidence for developer contributions towards the cost of providing additional facilities and services as a result of additional residential growth. This is the reason for including additional information pertinent to mental health (section 4.5) and acute and community hospitals (section 4.6)

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<sup>6</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

in this revised edition of the IDP, as this was not covered in the July 2019 version.

#### 4.4. PRIMARY CARE

**Table 17: Health needs arising from growth of the JLP and new committed growth**

(Please note: Healthcare practices in grey are located in neighbouring authorities, they are included in this table as the impact of the growth of the JLP may require mitigation through contributions.)

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
Peninsula Practice (Alderton Health Centre)	Alderton (LPA: East Suffolk)	No planned mitigation and no planned growth in relation to the JLP.	n/a	0	n/a	n/a
Bacton Surgery (Branch of Mendlesham)	Bacton	Mitigation will be requested to cover the growth in both Mendlesham, Bacton and surrounding catchment areas. Options currently being looked at Mendlesham Medical Centre to increase capacity.	LA046, LA047, LA105, LA106, LS01 (x7)	327	£188,343	CIL
Bildeston Health Centre	Bildeston	Mitigation may be required towards the expansion of the practice.	LA048, LS01 (x2)	92	£52,989	CIL
Botesdale Health Centre	Botesdale	Expansion work has been completed, therefore unlikely to request further contributions unless development of significant size as to put the practice over capacity	LA049, LA050, LA052, LS01	160	n/a	n/a
Boxford (Branch of Hadleigh)	Boxford	Mitigation will be requested for the cumulative	LS01 (x4)	31	£17,855	CIL

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		growth in the area as it will put significant pressure on the local practice. Work has been undertaken to broaden the services provided in the local community by the practice and this scheme was funded through CIL.				
Bures (Branch of Hardwicke House)	Bures St Mary	Mitigation will be requested to create additional capacity by means of new build for Hardwicke House and/or towards Siam Surgery.	LA098, LS01	45	£25,919	CIL
The Surgery, Capel St. Mary	Capel St. Mary	Mitigation will be sought as a feasibility study has been undertaken looking at both Constable Country Medical Practice and Capel St Mary Surgery. A review of the report will be undertaken to determine a viable solution.	LA054, LA055, LS01 (x5)	722	£415,852	CIL
Stonehall Surgery (branch of Hardwicke House, Sudbury)	Clare (LPA: West Suffolk)	No planned mitigation and no planned growth in relation to the JLP	n/a	0	n/a	n/a
The Barham & Claydon Surgery	Claydon	Mitigation will be requested as increasing capacity for this locality will be required as a result of committed and	LA001, LA002, LA003, LA010, LA102, LS01 (x2)	933	£537,382	CIL

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		JLP growth. Currently looking at best way to increase capacity in line with NHS policy.				
Debenham Practice	Debenham	Mitigation will be sought for cumulative growth in the vicinity of this practice.	LA056, LA057, LA058, LS01	255	£146,873	CIL
Constable Country Rural Medical Practice, East Bergholt	East Bergholt	Mitigation will be sought as a feasibility study has been undertaken looking at both Constable Country Medical Practice and Capel St Mary Surgery. A review of the report will be undertaken to determine a viable solution.	LA059 LA060, LA061	229	£131,898	CIL
Eye Practice	Eye	Mitigation will be requested for the proposed developments in the area, options are being looked at as to how best to provide primary care services in the locality as the move to Hartismere Hospital is no longer attainable.	LA020, LA021, LA109, LA110, LA111, LS01 (x8)	485	£279,347	CIL
Framlingham Practice	Framlingham (LPA: East Suffolk)	No planned mitigation as minor growth within the area.	LS01 (x2)	31	n/a	n/a
Fressingfield	Fressingfield	No planned mitigation as minor growth within the area.	LS01 (x4)	64	n/a	n/a

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
Great Cornard (Branch of Hardwicke House)	Great Cornard	Mitigation will be requested for the proposed developments in the area, options are in the process of being reviewed to provide healthcare facilities to the increase in population which may include the re-provision of Hardwicke House Group main surgery.	LA039, LA040, LA042	554	£319,089	CIL
Hadleigh Practice	Hadleigh	Mitigation will be requested for the cumulative growth in the area as it will put significant pressure on the local practice. Work has been undertaken to broaden the services provided in the local community by the practice and this scheme was funded through CIL. (CIL bid for the creation of additional clinical space at Hadleigh Practice Summer 2020: Actual project cost: £3,526 – Project completed.)	LA027, LA028, LA114, LA115, LS01 (x2)	709	£408,365	CIL
The Holbrook and Shotley Practice	Holbrook	Mitigation may be sought from planning applications submitted to facilitate the initial plans for	LA068, LA075, LS01 (x5)	116	£66,813	CIL

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		expansion works at The Surgery, Shotley. Mitigation may also be sought for Holbrook and Shotley Practice.				
The Chesterfield Drive Practice, Ipswich, IP1 6DW And Deben Road Surgery, Ipswich, IP1 5EN	Ipswich (LPA: Ipswich Borough Council)	Mitigation will be requested to support the provision of a new healthcare facility to create increased capacity in the area. The new healthcare facility, Tooks, is planned to be in operation by 2021.	LA006, LA007, LA107	304	£175,096	CIL
Hawthorn Drive (206 Hawthorn Drive, Ipswich IP2 0QQ) and Pinewood Surgery (Branch of Derby Road Practice)	Ipswich (LPA: Ipswich Borough Council) and Sproughton	Mitigation will be requested to cover the growth in the areas closest to these surgeries. The feasibility study and option appraisal have been completed and preferred location selected for a new health hub in which Hawthorn Drive is a key stakeholder.	LA005, LA008, LA009, LA012, LA013, LA014, LA016, LS01	1658	£954,963	CIL
Ixworth Practice	Ixworth (LPA: West Suffolk)	No planned mitigation as minor growth planned in relation to the JLP.	LS01	5	£2,880	CIL
Lavenham (Branch of Long Melford)	Lavenham	Mitigation will be requested for the cumulative growth in the areas of Long Melford and Lavenham as increasing	LA069	20	£11,519	CIL

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		capacity will be required to cover the expected population growth.				
Laxfield (Branch of Framlingham)	Laxfield	Laxfield is no longer a branch of Framlingham Medical Practice which has had a large extension completed recently to increase capacity significantly. Mitigation may be requested should developments require the need to increase capacity.	LS01 (x2)	62	n/a	n/a
The Long Melford Practice	Long Melford	Mitigation will be requested for the cumulative growth in the areas of Long Melford and Lavenham as increasing capacity will be required to cover the expected population growth.	LA045, LA113, LS01 (x7)	388	£223,477	CIL
Riverside Health Centre (North East Essex CCG)	Manningtree	Mitigation would be sought for cumulative growth in the vicinity of this practice.	LA053	70	£40,318	CIL
Mendlesham Surgery (main surgery)	Mendlesham	Mitigation will be requested to cover the growth in both Mendlesham, Bacton and surrounding catchment areas. Options currently being looked at	LA073, LS01 (x2)	90	£51,838	

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		Mendlesham Medical Centre to increase capacity.				
Needham Market Country Practice	Needham Market	Mitigation will be requested as options are currently being explored for increasing capacity, as stated in the Needham Market NP the CCG is happy to work with the local council in finding a solution.	LA030, LA031, LA032, LA076, LS01 (x7)	375	£215,990	CIL
The Surgery Otley (Chapel Rd, Otley, IP6 9NT)	Otley (LPA: East Suffolk)	No planned mitigation as minor growth planned in relation to the JLP.	LS01	15	£8,640	CIL
Stanton Surgery, 10 The Chase Stanton, Bury St Edmunds IP31 2XA	Stanton (LPA: West Suffolk)	Stanton Surgery is in the process of obtaining planning permission to increase capacity at the surgery and in the process of removing the portable cabin in the car park. Mitigation will be requested towards the expansion.	LA091, LA092, LS01 (x7)	224	£129,018	CIL
Stow Health and Combs Ford (Combs Ford Surgery)	Stowmarket	Mitigation will be requested via either CIL or S106. The amount of development will require a new strategy for Stowmarket and immediate vicinity and a feasibility study has been commissioned	LA033, LA034, LA035, LA036, LA037, LA038, LA067, LA077, LA078, LA100, LA104, LA112, LS01 (x6)	2596	£1,495,225	CIL / s106 (s106 from existing commitments of strategic sites.

Healthcare Practice	Settlement where practice is located	Anticipated mitigation	Emerging JLP site allocation references	Emerging JLP site allocation number of dwellings	Use of agreed cost multipliers	Funding Mechanism
		to look into how best to provide primary care in the area for the duration of the JLP.				
Stradbroke (Branch of Fressingfield )	Stradbroke	Mitigation will be sought for cumulative growth in the vicinity of this practice.	LA080, LA081, LA082, LA083	215	£123,834	CIL
Siam Surgery (Sudbury Community Health Centre) and Hardwicke House (Stour Street) (including Meadow Lane Surgery)	Sudbury	Mitigation will be requested to create additional capacity within the practice. Options are currently being explored as to how this would be developed across the affected surgeries.	LA041	130	£74,876	CIL
Woolpit Health Centre	Woolpit	Mitigation will be requested to increase capacity within the area. Current projects include the expansion of the car park for the Woolpit practice.	LA062, LA063, LA064, LA065, LA066, LA084, LA085, LA086, LA087, LA088, LA089, LA090, LA093, LA094, LA095, LA097, LA103, LS01 (x8)	2119	£1,220,486	

4.4.1. The provision of appropriate primary healthcare facilities to support growth is a critical item. The necessary expansion of existing surgeries should be delivered alongside new growth as it comes forward to ensure that healthcare impacts are appropriately mitigated.

#### 4.5. MENTAL HEALTH SERVICES - PROVIDED BY NORFOLK AND SUFFOLK NHS FOUNDATION TRUST

4.5.1. The Norfolk and Suffolk NHS Foundation Trust has inpatient facilities across Norfolk and Suffolk with smaller bases in rural locations. Many of the services are offered in the community. Service users are helped to get the support they need in an environment familiar to them.

4.5.2. The Trust provides a wide range of health and social care services specialising in mental health care, including:

- Child and adolescent mental health
- Community mental health
- Crisis resolution
- Inpatient care
- Older people and dementia
- Learning disability
- Community eating disorder
- Wellbeing and improving access to psychological therapies

4.5.3. The above services provide clinical interventions to address complex mental health needs as well as certain specialist difficulties such as ADHD and Autism. The Facilities list below provide a range of qualified and experienced clinicians including doctors, nurses, social workers, support worker, psychologists and psychological therapists.

**Table 18: Mental Health – Existing facilities for residents of Babergh and Mid Suffolk**

Community Mental Health Facilities	Settlement where facility is located	Anticipated mitigation	Catchment LPA	Duty to cooperate matter
Hospital Road Site	Bury St Edmunds	*	West Suffolk	With West Suffolk
Child Health Centre	Bury St Edmunds	*	West Suffolk	With West Suffolk
Child Development Centre	Bury St Edmunds	*	West Suffolk	With West Suffolk
Sudbury Health Centre	Sudbury	*	Babergh & Mid Suffolk	n/a
Haymills House	Stowmarket	*	Babergh & Mid Suffolk	n/a
Haverhill Health Centre	Haverhill	*	West Suffolk	With West Suffolk
Riverside View	Wickham Market	*	East Suffolk	With East Suffolk
Mariner House	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council

Walker Close Site	Ipswich	*	Ipswich Borough Council	With East Suffolk/Ipswich Borough Council
Former St Clements Hospital Site	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council
<b>Inpatient Mental Health Facilities</b>	<b>Settlement where facility is located</b>	<b>Anticipated mitigation</b>	<b>Catchment LPA</b>	<b>Duty to cooperate matter</b>
Wedgwood Unit	Bury St Edmunds	*	West Suffolk	With West Suffolk
Woodlands Unit	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council
Foxhall House	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council
Suffolk Rehabilitation and Recovery Services	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council
Walker Close Site – Bungalows	Ipswich	*	Ipswich Borough Council	With Ipswich Borough Council

\*NSFT's draft Estates Strategy is awaiting Trust Board approval. The delivery of community services is currently under review following COVID-19. Anticipated mitigation in light of planned growth is being prepared, please see paragraph 4.3.9 above.

- 4.5.4. As referred above, the impact of COVID-19 is not fully assessed at this stage, however it is understood that the mid to long term impact on the health services and facilities may further change the current understanding for health provision, and this will therefore be further evaluated for the next edition of this IDP.

#### 4.6. ACUTE HOSPITALS AND COMMUNITY SERVICES - PROVIDED BY EAST SUFFOLK AND NORTH ESSEX NHS FOUNDATION TRUST AND WEST SUFFOLK NHS FOUNDATION TRUST

4.6.1. East Suffolk and North Essex NHS Foundation Trust (ESNEFT) provides hospital and community health care services for Colchester, Ipswich and local areas. The Trust provides services from Colchester and Ipswich hospitals, and provides community services in Suffolk. Community hospitals are located in Aldeburgh, Clacton, Halstead, Harwich and Felixstowe and Bluebird Lodge near Ipswich.

4.6.2. West Suffolk NHS Foundation Trust (WSFT) provides hospital and community health care services for the Bury St Edmunds area.

**Table 19: Acute Hospitals and Community Services – Existing facilities for residents of Babergh and Mid Suffolk**

Acute Hospitals	Anticipated mitigation	Catchment LPA
Colchester Hospital	**	Colchester Borough Council
Ipswich Hospital	**	Ipswich Borough Council
West Suffolk Hospital, Bury St Edmunds	**	West Suffolk Council
Community Hospitals	Anticipated mitigation	Catchment LPA
Bluebird Lodge, (Ravenswood, Ipswich) Community Hospital	**	Ipswich Borough Council
Colchester Community Hospital	**	Colchester Borough Council
Felixstowe Community Hospital	**	East Suffolk Council
Glemsford Community Hospital	**	Babergh and Mid Suffolk District Councils

\*\*Anticipated mitigation in light of planned growth is being prepared, please see paragraph 4.3.9 above.

## 4.7. AMBULANCE SERVICES - PROVIDED BY THE EAST OF ENGLAND AMBULANCE SERVICE TRUST

4.7.1. The East of England Ambulance Service NHS Trust (EEAST) operates ambulance services within Babergh and Mid Suffolk. The summary position of its Estate Strategy (2020-2025) and Integrated Transformation Plan is to focus on ensuring the Trust's estate meets the following:

- Is compliant with legislation, guidelines and best practice
- The estate is an enabler, not a driver, of service delivery
- Is fit for purpose and safe
- Contributes to improved patient care and safety
- Is located in the right place to meet service needs and patients' needs
- Has a mix of facilities to undertake all the Trust's duties
- Is dynamic and easily adaptable to respond to changing needs
- Embraces technological developments to enhance its operation and reduce running costs
- Underpins high performance principles to meet response time and maximise economic efficiencies
- Fosters joint working with other healthcare, emergency and public sector organisations

4.7.2. The strategic direction for estates is to act as an enabler of the Trust's clinical strategy. The estate will be high performing, contributing to the overall wider sustainability of the Trust.

The objectives of this estate strategy are to:

- **Optimise the asset holding** - To provide short, medium- and long-term plans to produce an estate portfolio which provides facilities in the right place and of the right type to allow an agile and responsive service delivery to the public based on a changing population.
- **Support strategic service initiatives** - the Trust will ensure that it provides an estate portfolio that supports its strategic objectives as set out in the Trust's overall business plan.
- **Maintain the existing capital estate** - the Trust will strive to reduce as far as practical backlog maintenance on all buildings for retention in the medium to long term. It will ensure statutory compliance, moving towards better utilisation, energy efficiency and overall quality in the built environment.
- **Enable remote and flexible working** - to increase productivity and effective time management of staff through initiatives such as flexible working, communications, and access to welfare facilities.
- **Deliver a Reconfiguration strategy** - Effectively manage premises and asset disposals and acquisitions in line with the Clinical and Commercial Strategies.

4.7.3. The key objectives for the Estates strategy are to support the other Trust strategies to deliver the vision and goals for each and ultimately the Trust:

- **Urgent and Emergency Care:** increase working with wider Healthcare, Emergency, Public Sector, private providers, further education, and military partners;

- **AOCs:** provide technically innovative facility/ies in the right location/s with increased resiliency and capacity to cope with additional services such as NHS111;
- **Patient Transport Services:** increase capacity in estate to absorb additional stand-alone fixed term contracts
- **HART:** located and equipped to support HART operations
- **Make Ready and Fleet:** allow implementation of strategies recommended in the Carter Report to transform these services releasing more vehicle and clinical time for operational service delivery.

4.7.4. A resulting estate configuration will consist of a:

- network of 18 ambulance hubs containing Make Ready services, most of which will collocate Fleet workshops and Medical Device services.
- The Hubs will be complemented by a reconfigured network of Ambulance stations consisting of Reporting Post Ambulance Stations where staff and vehicles start and end shifts, and Response post Ambulance Stations where vehicles are strategically positioned to meet demand led response times.

4.7.5. In reference to Babergh and Mid Suffolk, the three nearest Hubs providing services for residents are located in Bury St Edmunds, Ipswich and Colchester.

4.7.6. Although individual designations of Ambulance Stations are yet to be defined, the service provided will not be diminished; only the staffing 'base' will be affected.

4.7.7. All ambulances will be cycled through the hubs for servicing, cleaning and making ready for service. This will increase the efficiency of services resulting in more vehicles available and more clinical on-road time.

**Diagram 2. – East of England Ambulance Service, Network of Ambulance Hub**



- 4.7.8. EEAST Estates Strategy takes into account growth in demographics of population changes and therefore any increase in requirements to meet these changes will require modelling to account for the required increased workforce.
- 4.7.9. EEAST are currently participating in work to understand what resources are needed to meet patient demand with major construction projects plans for the East of England (Sizewell C, Bradwell B, and major transport infrastructure projects).
- 4.7.10. Further to this, as referred above in paragraph 4.3.9, through the work of the NHS Integrated Care Systems (ICS) Task and Finish Group, EEAST is in the process of preparing evidence for developer contributions towards the cost of providing additional facilities and services as a result of additional residential growth. Therefore, as for Mental Health and Acute and Community Hospitals, this information will be provided in due time.

## 5. TRANSPORT

5.1.1. This section of the IDP has been prepared jointly with the infrastructure planning and highways department of Suffolk County Council, as well as involving Highways England in relation to the two major truck roads of the A12 and A14. Network Rail and Greater Anglia have also been consulted on the proposed sites for allocation and their impact on the railway network and infrastructure.

### THE WIDER CONTEXT

5.1.2. Highways England is responsible for the Country's strategic road network, including the A12 and A14 in our Districts. Other roads are the responsibility of Suffolk County Council as the Local Highway Authority.

5.1.3. Strategically, the New Anglian Local Enterprise Partnership (NALEP) has produced The EAST Integrated Transport Strategy for Norfolk and Suffolk, a strategy for growth and opportunity, May 2018. The New Anglia Local Transport Board partners have developed this Integrated Transport Strategy which sets out the ambitions, collective goals for delivery and how these can be brought to fruition. The Strategy also provides the foundation for the newly formed sub-national transport forum: Transport East.

5.1.4. The strategy reports on areas where the evidence shows there are significant opportunities and commitment for continued growth. The priority places identified are:

- Ipswich and the surrounding area;
- Norwich and the Greater Norwich area;
- The Norfolk and Suffolk Energy Coast, including Bacton, Great Yarmouth, Lowestoft and Sizewell, with assets on and offshore;
- The Cambridge-Norwich corridor growth – connecting two global centres of research;
- The critical east-west growth corridors along the A47 from Lowestoft and Great Yarmouth to King's Lynn and the A14 from Felixstowe through Ipswich, Stowmarket, Bury St Edmunds, Newmarket and Haverhill to Cambridge and Peterborough;
- King's Lynn - and the A10 and rail corridor to Cambridge.

5.1.5. In addition, the Suffolk Chamber is leading the multi-partner "No More A14 Delays in Suffolk" campaign to secure:

- improvements to key junctions on the A14 at Ipswich Bury St Edmunds and Newmarket;
- major maintenance schemes on the A14 between Haughley and Woolpit and between Copdock and the Orwell Bridge; and
- a comprehensive feasibility study of the A14 from the M11 at Cambridge to Felixstowe to address remaining concerns about the A14 and the impact of future growth in the county and across the UK.

- 5.1.6. The “No More A14 Delays in Suffolk” campaign has the backing of many partners including businesses, all of the county’s MPs and local authorities, and New Anglia and GCGP LEPs. The campaign also emphasises the role of the Port of Felixstowe and the role of the energy coast.
- 5.1.7. In relation to the A14, as it is a key trade route, the issue of its maintenance was emphasised in a report on The Strategic Road Network published at the end of 2017. The Road Investments Strategy (RIS) 2 is a five-year investment programme for Highways England that runs from 2020 to 2025, RIS 3 then runs from 2025 to 2030. Highways England East are in particular advocating improvements to the Copdock Interchange (A12/A14) and the Fiveways junction on the A11, Barton Mills (near Mildenhall). Other schemes in the region are the A12/A120 in Essex and the A47 in Norfolk. Highways England Roads Investment Strategy programme includes: -
- Junction 55 – Copdock Interchange -flyover from southbound direction to the east. (currently identified for consideration in the Roads Investment Strategy 3, 2025-2030.)

## **THE LOCAL CONTEXT FOR RESIDENTS OF BABERGH AND MID SUFFOLK**

- 5.1.8. The Suffolk County Council Local Transport Plan (LTP) to 2036 is currently under review and sets Suffolk County Council’s long-term transport strategy. The key focus of the plan is to support Suffolk’s economy and to support future sustainable economic growth.
- 5.1.9. The LTP identifies the following key transport issues for Babergh:
- A12, A14 and Copdock improvement
  - Access to education (e.g. Suffolk One)
  - Felixstowe to Nuneaton rail improvements to allow freight modal shift
  - Hadleigh – local service, dial a ride
  - Hadleigh Benton Street road improvements
  - Linking new strategic development to town centres
  - Lorry parking within the district
  - Speed and management of A134
  - Sudbury bus station development and surrounding town centre environment
  - Sudbury Congestion Relief Scheme
  - Sudbury residents parking, long stay parking, lorry parking
- 5.1.10. For Sudbury, it was announced in April 2020 that Suffolk County Council has submitted an application to the Department for Transport 2020/21 Pinch Point Fund, seeking money to carry out work to key junctions around the town, as well as enhancing public transport provision to help address the long standing traffic issues in Sudbury. The proposals include new bus stops in North Street, East Street and Great Eastern Road, in addition to a ‘bus gate’ at the northern end of North Street, to give priority access to buses. The application also seeks to implement improvements at several key junctions, including Great Eastern Road, East Street, Girling Street, Ingram’s

Well Road and Newton Road, as well as redesign of the existing Girling Street car park, providing additional space for school buses and coaches.

5.1.11. The key transport issues for Mid Suffolk are:

- A14 Strategic route improvements
- A140 and A1120 junction enhancements (Earl Stonham)
- Cycle network improvements / pedestrian improvements
- Eye (A140, with two new roundabouts and road link, work underway for completion September 2020)
- Haughley railway junction improvements
- Ipswich Northern Route - Suffolk County Council is proposing three potential routes connecting the A14 to the A12 were: an 'inner' corridor from Claydon to Martlesham; a 'middle' corridor from Claydon to Woodbridge; or an 'outer' corridor from Needham Market to Melton.
- Local access to key services
- Lorry management
- Rural bus provision
- Rural footpaths
- Stowmarket improvements to town based bus services
- Stowmarket measures to tackle congestion
- Stowmarket transport interchange

5.1.12. Funding for transport provision will come through a combination of National and Regional funding and developer contributions. Depending on the detail of individual development schemes, certain items will be needed to enable development to proceed. In addition, many of the public transport initiatives should ideally be in place once the number of occupants of any given scheme reach a certain critical mass. This will need to be carefully planned as part of the application process.

5.1.13. The predominantly rural nature of Mid Suffolk and Babergh districts raise accessibility issues for residents in accessing key services, and while development will create opportunities for new services to be created there is also a danger that where there is no local provision it will generate greater levels of car use. Where services remain remote from some settlements it also raises issues about access by public transport.

5.1.14. SCC's approach recognises that traffic congestion is a common theme in urban areas and that housing and employment growth is likely to intensify the pressure on our road networks, leading to unacceptable delays in many places unless action is taken. Reducing demand on the road network will improve journey time reliability for car and bus users, while also benefiting pedestrians, cyclists and residents through lower volumes of vehicles and fewer air, noise and segregation issues. Within the larger urban areas advanced traffic management and control systems will help to achieve greater efficiency, and priority for buses at busy junctions. The technology will also enable better information for transport users on roadside displays and via the internet and mobile phones.

## Transport Modelling

- 5.1.15. To assess the impact of the proposed sites for allocation in the JLP on the road network, multiple model runs have been carried out by consultant WSP using the Suffolk County Transport Model (SCTM). This modelling has been prepared in partnership with Suffolk County Council as the Highway Authority, along with the neighbouring local planning authorities within the Ipswich Strategic Planning Area for earlier model runs and including West Suffolk from the Spring 2020 model runs.
- 5.1.16. B&MSDC have commissioned Model Run 9, which includes preferred sites for assessment for the next stage of the emerging Joint Local Plan. In preparing this Model Run, discussions with West Suffolk Council have taken place, who themselves will be undertaking transport modelling work using the SCTM to inform their emerging Local Plan.
- 5.1.17. A summary of the main issues emerging from the modelling results that are impacting the strategic road network is shown in the table below. The results reflect two stages of assessments, 'with' and 'without' demand adjustments which have been implemented and what this subsequently means for the locations on the highway network which show capacity issues. The demand adjustments represent mitigation measures which will lead to a modal shift away from car travel.

**Table 20: Strategic Road Network issues identified in relation to the planned growth and results from Transport Model Run 9, June 2020.**

Junction / Link / Area	Location	Main Stress Points (AM/PM and 2026/2036)	Anticipated mitigation to unlock highway pinch points and estimated costs	Priority (Critical/ Essential/ Desirable)
Junction	<b>A14 Junction 58 Seven Hills</b>	<p>A12 north approach close to capacity in 2026 AM and at capacity in 2036 AM.</p> <p>A1156 Felixstowe Road approach close to or at capacity in 2036.</p> <p>A14 West Bound On-Slip is over capacity in 2036 PM, approaching capacity in 2036 AM.</p> <p>Demand adjustment decreases capacity issues on West-Bound On-Slip in 2036 AM, and significantly reduces A1156 capacity issues in 2036 PM.</p>	<p>Mitigation expected largely from development in East Suffolk (Brightwell Lakes development). Contributions may be required from future developments in Babergh/Mid Suffolk.</p>	Essential

Junction	<b>A14 Junction 57 Nacton</b>	<p>East Bound Offslip is over capacity in all time periods.</p> <p>West Bound Offslip is over capacity in 2026 PM and all time periods in 2036</p> <p>A1189 Nacton Road approach is over capacity in the AM in all scenarios</p> <p>Demand adjustments mean A12 West Bound Offslip is operating within capacity in 2026 PM and 2036 AM due to decreases delays on the A14 mainline</p>	<p>Main issue is with link capacity in the PM peak. Mitigation necessary to reduce local demand on the A14, across the Orwell bridge.</p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC and the ISPA authorities (Ipswich Borough Council, East Suffolk and Babergh &amp; Mid Suffolk District Councils. Please refer to IDP095 project below.</p>	<p>Town centre mode shift: Critical</p> <p>Junction improvement: Essential/Desirable</p>
Junction	<b>A14 Junction 56 Wherstead</b>	<p>East Bound Onslip is over capacity in AM in all scenarios.</p> <p>West Bound Offslip is over capacity in 2036 AM.</p> <p>A137 South approach over capacity in all AM scenarios as well as PM 2036.</p> <p>A137 North approach over capacity in PM 2036.</p>	<p>Contributions required from development within the area. Highway improvements currently proposed as part of two employment development schemes: DC/19/02798 and DC/19/05093, both granted 28/09/2020. Additional contributions may be required subject to further investigation.</p> <p>The works proposed under DC/19/02798 and DC/19/05093, consist of upgrades to Junction 56 through replacing both teardrop-shaped roundabouts with new, standard, larger roundabouts, provision of new and widened cycleways and footways, a new toucan crossing on the A137 and bus stops. The highway works would be carried out under a Section 278 (S278) agreement of The Highways Act 1980, which is granted outside of the planning process by the SCC Highway Authority or Highways England, enabling developers to carry out works on the highway to the satisfaction of the Highway Authority to ensure they are adoptable.</p> <p>Further to the above measures, the ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being</p>	Essential

			further developed and implemented by SCC and the ISPA authorities. Please refer to IDP095 project below.	
Link	<b>A14 Junction 55 Copdock to A14 Junction 56 Wherstead (mid junction)</b>	<p>Eastbound main carriageway is over capacity in 2036 AM, almost at capacity in 2026 AM.</p> <p>Demand adjustment in 2026 leads to main carriageway operating within capacity in the AM.</p>	<p>Mitigation to be dealt with through national intervention. <b>Currently identified for consideration in the Roads Investment Strategy 3 (RIS3), 2025-2030. Position to be reviewed at B&amp;MSDC JLP Plan Review stage.</b></p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC and the ISPA authorities. Please refer to IDP095 project below.</p>	Critical
Junction	<b>A14 Junction 54 Sprooughton</b>	<p>East Bound main line is over capacity in all scenarios after on-slip merge.</p>	<p>Further investigation required by SCC and Highways England regarding mitigation scheme. Potential mitigation schemes to discourage junction hopping to also be investigated.</p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC and the ISPA authorities. Please refer to IDP095 project below.</p>	Essential/Desirable
Link	<b>A14 Junction 52 Claydon</b>	<p>Eastbound mainline over capacity in all time periods after merge.</p> <p>Eastbound Off Slip over capacity in 2036 AM and PM.</p> <p>Westbound Off Slip over capacity in 2036 AM.</p>	<p>Potential improvements at the junction of the B1113/1113 (Bramford Road) - all movements junction. Further investigation necessary to ascertain the cumulative impact of growth along the A14 corridor, which now includes the Snoasis development and Port One business park. Further understanding of East-West movements may be beneficial for Plan review stage, as Ipswich Northern Route project currently not being pursued.</p>	Essential

Junction	<b>A14 Junction 44 Bury St Edmunds South East</b>	East Bound Offslip	Mitigation for slip road improvements to be considered as part of the planning application process. Part of Bury Vision 2031 mitigation funding.	Essential
Junction	<b>A14 Junction 43 Bury St Edmunds North East</b>	<p>East Bound Off Slip over capacity in AM.</p> <p>West Bound Off Slip approaching capacity in 2036 PM.</p> <p>Compiègne Way approach over capacity in PM. Close to capacity in AM 2036.</p>	This is primarily a Local Road Network (LRN) issue on Compiègne Way which has a knock-on effect on the Strategic Road Network (SRN). The slip road is relatively short, which reduces resilience on the SRN. Mitigation schemes are part of Bury St Edmunds Vision 2031 to unlock this local highway pinch point, through the construction of the Eastern Relief Road (Policy BV13) linking both the existing and proposed development at Moreton Hall with the A14 Junction 45. Whilst the Western Relief Road connecting Westley Road with Newmarket Road would also improve flow between Junctions 43 and 42.	Essential
Link	<b>A12 Junction 32 Capel St Mary North Bound</b>	North Bound mainline operates within capacity, however approaching capacity by AM 2036.	Mitigation through proposed Joint Local Plan site allocation LA055 and other sites within the area.	Critical for LA055
Junction and Link	<b>A1071 / B1113 – Swan Hill</b>  <b>A1071 / Hadleigh Road</b>	<p>A1071 and B1113 approaches are over capacity in all time periods. A1071 West approach over capacity by 2036, with A1071 East also approaching capacity in 2036 PM.</p> <p>A1071 / Hadleigh Road operates within capacity with Wolsey Grange mitigation.</p> <p>B1113 Burstall Lane / Lower Street (Sproughton) - Lower Street approach over capacity in 2036 PM.</p>	<p>Mitigation for junction improvements to be considered as part of the planning application process. Signalisation and amendment to layout may be considered. Further investigation required to understand the impact of the delay.</p> <p>Mitigation measures identified under current applications (Wolsey Grange proposals) in this area: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction improvements A1071, - Improved pedestrian links between Sproughton and Bramford.</p>	Critical

			DC/19/00567 Approved at committee of 07/10/2020, 105 dwellings, applicant funding a new spine road to divert traffic away from the B1113/Lower Road staggered junction, alleviating congestion and reducing conflict with pedestrians and cyclists.	
Junction and Link	<b>A1071 / A134 Assington Road Near Newton</b>	A1071 over-capacity in all time periods. A134 approaches over capacity by 2026 PM, and all scenarios in 2036.	Mitigation potentially introducing signalised junction and speed limit. Issue of cumulative growth impacting the area (from Sudbury, Hadleigh, Boxford, Newton, Assington, Leavenheath, Nayland, Colchester).	Essential
Junction and Link	<b>B1067 Bramford Road / Sproughton Road</b>	Bramford Road West and Sproughton Road approach are at capacity in 2036 AM. Operates close to capacity in the PM.  Demand adjustments ensure junction is operating within capacity in 2036 AM but is still congested.	Whilst the Europa Way link may take some pressure off this junction, it is unlikely to make a significant difference. Reducing demand via modal shift is best option, as part of the proposals below. Ped/Cycle bridge at Sugar Beet/Elton Park could be considered.	Essential
Junction and Link	<b>A1214 / Scrivener Drive Roundabout</b>	No capacity issues at junction improvements with Wolsey Grange improvements included. Capacity issues present at pedestrian crossing for southbound exit.	Need to monitor the outcomes of the Wolsey Grange phase 1 improvements.	Critical
Area	<b>Ipswich Town Centre / ISPA Transport Mitigation Strategy</b>	Ipswich town centre (Crown Street, Star Lane) and Ipswich Northern Ring Road (A1214)	ISPA Transport Mitigation Strategy - Package of mitigation measures to deliver modal shift and mitigate impacts on the wider Ipswich highways network. Funding mechanisms currently being developed.	Critical

5.1.18. In terms of local highway infrastructure mitigation relating to the proposed site allocations, the general needs are identified in the table below per settlement.

5.1.19. Funding mechanism will be provided through developer contributions under Section 278 or Section 106. Timeline for mitigation measures are to refer to the expected delivery of each site, and requested prior to occupation of the first dwelling, on each site.

5.1.20. In accordance with emerging Joint Local Plan Policy LP32 on ‘Safe, Sustainable and Active Transport’, development proposals that are expected to, or likely to cause a significant increase in transport movements, should be supported by a Transport Statement (TS) or Transport Assessment (TA). As indicative thresholds a transport statement will be required for residential developments between 50 and 80 dwellings and a transport assessment should accompany residential developments of over 80 dwellings, however other circumstances will also be considered. The policy also specifies that non-residential developments will be considered on a case by case basis.

**Table 21: Highways mitigation measures identified in relation to the JLP proposed site allocations**

Settlement	Anticipated mitigation
Acton	Mitigation for the proposed JLP land allocation will require: - Land south of Tamage Road (LA045) - there is a need to construct a footway link along the site frontage and link to the existing footway network.
Barham	Mitigation for the proposed JLP land allocations will require: - New footway links. - Bus stops to be provided. - Land to the east of Norwich Road (LA001) and Land to the north of Church Lane (LA002) - Footways to be internal to development and linked between each site.
Bildeston	Mitigation for the proposed JLP land allocation will require: Land south of Wattisham Road (LA048) – The carriageway needs to be widened and a footway required for this site. This should link to the existing footway network, providing a safe route to school.
Botesdale & Rickinghall	Mitigation for the proposed JLP land allocations will require: - New footway links and footway crossing improvements. - Traffic calming measures.
Bramford	Mitigation measures identified under current applications in this area would be required: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction improvements A1071 - Improved pedestrian links between Sproughton and Bramford.
Brantham	Mitigation for the proposed JLP land allocations will require: - New footway links. - Traffic management scheme to reduce accidents (where necessary). - Bus stops improvements (where necessary). - Junction improvements (where necessary). - Land south of Ipswich Road (LA053) – a footway along the frontage of the site will be required and existing bus stops near to the site would benefit from improvements, such as improved shelters and layby. The footway should link to the existing network and provide access to the school.
Capel St Mary	Mitigation for the proposed JLP land allocations will require: - New footway links. - New cycleway link between Capel St-Mary, Copdock and Wolsey Grange, Ipswich (Old London Road Copdock/Washbrook (allocate space for segregated cycling on ex A12 dual carriageway)

Settlement	Anticipated mitigation
	<ul style="list-style-type: none"> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Junction improvements (A12 Junction 32 A, in relation to on-slip roads).</li> <li>- Land at Red Lane, north of A12, south of Rembrow Road (LA055) – The site has pedestrian access via Old London Road, however the multiple accesses to existing footways to the north of the site is also required.</li> </ul>
Copdock and Washbrook	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- New cycleway link between Capel St-Mary, Copdock and Wolsey Grange, Ipswich (Old London Road Copdock/Washbrook (allocate space for segregated cycling on ex A12 dual carriageway)</li> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Junction improvements (where necessary).</li> <li>- Land south-east of Back Lane (LA008) – there may be a need to construct traffic signals or roundabout due to London Road being dual carriageway to allow vehicles to travel south. Footway improvements/widening along London Road with crossing points across the central reserve will likely be required. Contributions towards the above-mentioned cycleway link between Capel St-Mary, Copdock and Ipswich would also be required.</li> <li>- Land south-west of London Road (LA009) – existing footway will require improvements or widening along London Road with crossing points across the central reserve.</li> </ul>
Debenham	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Extend 30mph speed limit (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Both sites, Land to the north of Ipswich Road (LA057) and Land south of Low Road (LA056) will depend on each other for vehicular road links. LA057 has no pedestrian links so need to go through internal footways to LA056 and through to Low Road. Both sites will also need to ensure a safe route to school.</li> <li>- Land east of Aspoll Road (LA058) – construction of footway needed along Aspoll Road to footway network. (There may be engineering difficulties due to high banks adjacent to properties). This sites will also need to ensure a safe route to school.</li> <li>- In addition to the criteria set out in the Debenham Neighbourhood Plan, Transport Statements will be required for the proposed allocations of LA056, LA057 and LA058.</li> </ul>
Elmswell	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Contributions towards cycle/pedestrian link between Elmswell and Woolpit.</li> <li>- Land to the north of Church Road (LA064), Land to the north west of School Road (LA065) and Land West of Station Road (LA066) - Mitigation measures at School Road and Church Road junction (further investigation</li> </ul>

Settlement	Anticipated mitigation
	<p>would be required in relation to any impact on heritage). Capacity issues with junction of New Road / Warren Lane and Church Road / Cross Street would also require further investigation.</p> <ul style="list-style-type: none"> <li>- Need to also consider and mitigate any impact on level crossings. This will be assessed with a Transport Assessment which is needed to determine the impact on existing network and cumulative impact of development in the area.</li> </ul>
Eye	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links. Including footway improvements along Magdalen Street for site allocation LA020 (Land north of Magdalen Street, Eye)</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Public Right of Way (PROW) contribution (where necessary).</li> </ul>
Great Blakenham	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements are particularly required for JLP allocation LA010 (Land south of Chalk Hill Lane and West of Hood Drive), where widening of carriageway to the site from Stowmarket Road and improvements to the footway at Chalkhill Lane will be required.</li> <li>- Contributions towards Claydon CCTV level crossing mitigation would be required.</li> </ul>
Hadleigh	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Public Right of Way (PROW) contribution (where necessary).</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Land north east of Frog Hall Lane (LA028) - Access needs to be to the A1071 roundabout, Lady Lane. Two vehicular accesses are required. Multiple accesses to existing footway network to the town is also required.</li> <li>- Contributions towards mitigation measures to address safety issues of the A1071 / A134 Assington Road junction.</li> </ul>
Haughley	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> </ul>
Lavenham	<p>Mitigation for the proposed JLP land allocation will require:</p> <ul style="list-style-type: none"> <li>- Traffic calming measures.</li> <li>- Land north-west of Melford Road (LA069) – a safe pedestrian crossing point will be required at the Sudbury Road and Melbury Road junction.</li> </ul>
Leavenheath	<p>Mitigation for the proposed JLP land allocation will require:</p> <ul style="list-style-type: none"> <li>- Land south of High Road (LA098) – The site would benefit from a footway along the frontage, linking into footways on the Junction at Maple Way. This site has no safe route to school. Home to school transport contributions will be required through Section 106.</li> </ul>
Mendlesham	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> </ul>

Settlement	Anticipated mitigation
Needham Market	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Needham Market Middle School, School Street (LA031) - Junction improvements to Causeway junction with School Road.</li> </ul>
Shotley	Mitigation for the proposed JLP land allocations will require: Existing footway to be improved and widened.
Sproughton	Mitigation measures identified under current applications in this area would be required: <ul style="list-style-type: none"> <li>- Footways improvements in Sproughton</li> <li>- Zebra crossing in Sproughton</li> <li>- Junction improvements A1071</li> <li>- Improved pedestrian links between Sproughton and Bramford.</li> <li>- Land to the west of Hadleigh Road (LA013) – Cycle links and pedestrian links will be required.</li> </ul>
Stonham Aspal	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- Existing bus stop improvements with shelter.</li> </ul>
Stowmarket	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Land south of Gun Cotton Way (LA033) – Provision of a controlled pedestrian crossing may be required.</li> <li>- Land north of Stowupland Road and east of Newton Road (LA035) - Traffic calming measures on Stowupland Road (B1115). Footway improvements will be required along Newton Road. (New footway required along frontage to link with existing network, may need additional waiting restrictions). A signalled junction at Stowupland Road/Newton Road roundabout may be required.</li> <li>- Land north east of the junction of Finborough Road and Starhouse Lane, Onehouse (LA036) - Footway links should be internal to the development, with access from Union Road.</li> <li>- Land south of Creting Road West, north of Navigation Approach (LA038) need to consider station accessibility improvements to facilitate appropriate access to the station and mitigate impact. Traffic Regulation Order for waiting restriction will be required.</li> <li>- Need to also consider and mitigate any impact on level crossings. This will be assessed with a Transport Assessment which is needed to determine the impact on existing network and cumulative impact of development in the area.</li> </ul>
Stowupland	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Land south of Church Road (LA077) - Pedestrian crossing point needed.</li> <li>- Land South of Stowmarket Road (LA078) - Traffic calming measures on Stowmarket Road and footway links. Junction with A1120 and B1115 may require signal or roundabout.</li> </ul>

Settlement	Anticipated mitigation
	Need to consider and mitigate any impact on level crossings. This will be assessed with Transport Assessment and cumulative impact of development in the area.
Stradbroke	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> </ul>
Sudbury (and Great Cornard)	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Land at Tye Farm, Great Cornard (LA042) - There are concerns with access from A134. Access from the A134 may be achieved if a new roundabout is provided, subject to the satisfaction of the Highways Authority. Details of the traffic modelling would be assessed at planning application stage, through a Transport Assessment. The 30mph speed limit will need to be extended to ensure a new roundabout is included within the 30mph zone. Improvements to the A134, between the existing and new roundabouts will be required, including cycle/footway links between the site and existing network. A second access will be required. Improvements to Shawlands Avenue will also be required to ensure that footway/cycle way links are provided to the existing network. It may be appropriate to divert bus routes into the site to encourage use of public transport.</li> </ul>
Thurston	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Additional bus stops may be required within the settlement.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Contributions towards the railway station accessibility improvements may also be required.</li> <li>- Land to the west of Barton Road (LA085) – carriageway widening with footway are required along Church Road, with priority system under railway bridge.</li> <li>- Major accident cluster site at crossways junction of Barton Road and Station Hill. Impact on railway bridge would need to be fully assessed with Transport Assessment.</li> </ul>
Wherstead	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- Land west of Bourne Hill (LA016) – The existing pedestrian access to the site is a narrow footway, which may require improvement.</li> </ul>
Woolpit	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Contributions towards cycle/pedestrian link between Elmswell and Woolpit.</li> <li>- Contribution towards mitigation measures agreed with SCC and HE for A14 junction 47 (DC/18/04247/OUT).</li> <li>- Land west of Heath Road (LA097) – will likely require widening of the carriage way.</li> </ul>

## **Ipswich Strategic Planning Area (ISPA) Transport Mitigation Strategy**

- 5.1.21. The Ipswich Strategic Planning Area (ISPA) consists of the local authority areas of Babergh, Mid Suffolk, Ipswich Borough and the former Suffolk Coastal district area of East Suffolk. A Board made up of Councillor representatives from each local authority and Suffolk County Council meet periodically to discuss any strategic cross-boundary matters that are raised. A Statement of Common Ground has been developed with the latest version published in June 2020. Natural England are also signatories to one part of the Statement of Common Ground.
- 5.1.22. Development in the Ipswich Strategic Planning Area is predicted to collectively add to significant strain on the transport network in and around Ipswich. Additional highway capacity will not on its own address these issues and the ISPA authorities agree that robust steps must be taken to prioritise healthy and sustainable travel. A package of transport mitigation measures has been identified to reduce vehicle movements. Suffolk County Council as the Highway Authority has developed a strategy which contains a package of mitigation measures to deliver modal shift and mitigate impacts on the wider Ipswich highways network. These include:
- Transport infrastructure to encourage and support sustainable modes of transport
  - A Bus Quality Partnership
  - A Smarter Choices programme
  - Review of car parking and pricing strategies
  - Review of park and ride strategy
  - Junction improvements
- 5.1.23. The strategy which has been developed by Suffolk County Council identifies the costs of delivering these measures and apportionments based on impacts related to planned growth within each local planning authority area. Babergh and Mid Suffolk District Councils are committed to working with the other authorities across the ISPA to ensure that there is a coordinated approach to funding the mitigation through the delivery of the Joint Local Plan.
- 5.1.24. A Quality Bus Partnership is in place between Suffolk County Council, Ipswich Borough Council and bus operators, which includes the built-up area of Ipswich, including parts of Babergh District and East Suffolk District. The key detail to be determined is how the measures identified in the evolving transport mitigation strategy are funded across the ISPA, how much is sought from development, and through what funding mechanism.
- 5.1.25. Modal shift is described as the change in the mode of transport from car trips, in particular single occupancy car trips, to sustainable modes for example walking, cycling, car sharing and use of public transport.
- 5.1.26. In relation to Smarter Choices, this measure is described as the active engagement with businesses and individuals to influence people's travel

behaviour towards more sustainable options, such as walking, cycling, travelling by public transport and car sharing, delivering modal shift.

- 5.1.27. The Councils will work with Suffolk County Council and with the other Local Planning Authorities in the Ipswich Strategic Planning Area to support, through a package of funding sources, a range of new and enhanced sustainable transport measures in and around Ipswich.

## 5.2. SUSTAINABLE MODES OF TRAVEL

### Bus services

- 5.2.1. Bus provision throughout the districts vary considerably in frequency and journey times. Given the dispersed pattern of settlements, the usage of bus services in our areas are below national averages. Further development within the A14 corridor, the Core Villages and Market Towns will be able to support commercially viable bus services.

- 5.2.2. SCC's general approach in rural areas is to work with public transport operators and community/voluntary groups to improve levels of accessibility to core villages and key service centres. This includes the development of demand responsive bus services, which have been trialled with success in some areas of Suffolk and refining timetabled services to provide better interchange and journey times. This will also be incorporated with better information to make it easier for users to plan their journeys. A review of options for the future provision of more community based rural transport services has been undertaken. A toolkit for communities has been developed and work is ongoing to build greater capacity in communities to take a more active role for local transport.

**Table 22: Public Transport Improvements projects funded by CIL (Updated with CIL Expenditure Programme of September 2020)**

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
Capel St Mary	BUS PASSENGER TRANSPORT IMPROVEMENT Capel St Mary – Bus Shelter Thorney Road	B19 - 17	668	£8,000.00		Noted by Cabinet in March 2020. CIL Bid offer letter issued 17/3/20. Offer accepted.
Laxfield	PUBLIC TRANSPORT - Laxfield - Bus stops at Mill Lane	M02-18	556	£5,000.00	£3,627.63	Noted by Cabinet on 10th September 2018. Delegated decision taken on 20 <sup>th</sup> August 2018.

						CIL Bid offer letter dated 25 <sup>th</sup> September 2018 Offer accepted. <b>Project completed under budget.</b> £1,372.37 has been returned to the Local Infrastructure Fund.
<b>Stowmarket</b>	PUBLIC TRANSPORT - Bus stop improvements Mortimer Road Stowmarket	M05-18	531	£35,000.00		Agreed by Cabinet on 10 <sup>th</sup> September 2018. CIL Bid offer letter dated 5 <sup>th</sup> September 2018. Offer accepted. Project is at final design for ordering works.
<b>Thurston</b>	PUBLIC TRANSPORT Thurston - Bus Shelters Norton Road	M20-18	641	£13,000.00		Agreed by Cabinet on 4 <sup>th</sup> March 2019. CIL Bid offer letter dated 13 <sup>th</sup> March 2019. Awaiting scheduling of works – date uncertain due to Covid-19 outbreak restrictions.
<b>Thurston</b>	PUBLIC TRANSPORT Thurston - Bus Shelters Sandy Lane	M19-04	649	£9,600.00		Noted by Cabinet on 28 <sup>th</sup> August 2019. CIL Bid offer letter dated 5 <sup>th</sup> September 2019. Offer accepted. Awaiting scheduling of works – date uncertain due to Covid-19 outbreak restrictions.

## Rail Services

5.2.3. In relation to the Railway network, as part of Network Rail's Strategic Business Plan (CP6 plan, 2019 - 2024), the Anglia, Western and Wessex routes will get funding of between £2.1 and 2.6 bn. The focus of the plan is on improving safety and reducing delays.

5.2.4. From Greater Anglia, Investment of £1.4 billion in new fleet of trains to increase capacity by 40%, new trains (Straddler) introduced in November 2019. The new fleet will increase capacity, reduce journey time, increase

comfort and mobile connectivity whilst travelling (Wi-Fi, USB sockets, CCTV). The new trains are bi-modes, electric and diesel. Stations will also be improved to provide Wi-Fi, CCTV and local customer information screens. Frequency of trains will not change. Punctuality will be improved.

- 5.2.5. Reported needs for railway improvements arising from growth in Babergh and Mid Suffolk relate mostly to level crossings. The primary concern for Network Rail is where development will have an adverse impact on level crossings, bridges or stations. Increasing or changing the nature of usage of level crossings can lead to increasing risk on the railway. Some bridges are narrow and not suitable for intensification of usage. Likewise, stations may require upgrade and improvement in order to accommodate additional use and operate in a safe and efficient manner. We will continue to consult Network Rail as the sites progress through the planning process so that Network Rail can provide advice at an early stage on which assets can safely be accommodated, and what their legal obligations can allow.

#### 5.4.2.1 Level Crossings

- 5.2.6. There are several footpath level crossings in the area that may be closed by the Network Rail (Suffolk Level Crossing Reduction) Order. The Inspector's Report and Secretary of State's decision are awaited at present. Any footpath level crossings remaining open will need to be addressed on a site-by site basis.
- 5.2.7. Generally, as demand for rail travel and rail freight increases, and safety technology is improved, level crossings will see longer road closure times, and so reliance on the current 'availability' of level crossings cannot be relied upon to continue.
- 5.2.8. Network Rail have also provided high level comments on sites which may have an impact on the railway infrastructure.

#### 5.4.2.2 Railway Stations

- 5.2.9. There are 5 railway stations within Babergh and Mid Suffolk, these are at: -
- Needham Market
  - Stowmarket
  - Elmswell
  - Thurston
  - Sudbury
- 5.2.10. Current projects for railway station improvements are planned for Thurston station in relation to the passenger level crossing, as well as for Needham Market and Stowmarket, under the 'Access for All' national scheme for funding to improve accessibility at rail stations.

**Table 23: Railway Station Facilities – Within (white cells) or in proximity (grey cells) to Babergh and Mid Suffolk**

Source: National Rail Website: <http://www.nationalrail.co.uk/stations>

Station	Waiting Rooms	Public Wi-Fi	Toilets (also Accessible)	Existing car parking capacity	Parking Charges (yes/no)	Cycle parking available	Planned improvements as part of the Local Transport Plan
<b>Bures</b>	No	No	No	Station Car Park - 20 with 0 accessible	No - Free of charge	Yes - 4 spaces (cycle stands)	Rail station improvements including disabled access
<b>Elmswell</b>	No	No	No	No car parking facility	N/A	Yes - 6 spaces (cycle stands)	Rail station improvements including disabled access
<b>Needham Market</b>	No	No	No	Car Park - 22 with 1 accessible	No - Free for railway users	Yes - 10 spaces (cycle stands)	Rail station improvements including improved disabled access, increased car parking capacity, improved connectivity to bus services
<b>Stowmarket</b>	Yes	Yes	Yes	Station Car Park - 382 with 7 accessible	Yes	Yes - 74 spaces (Lockers, Stands, Wheel Racks)	Rail station improvements through committed growth
<b>Sudbury</b>	No	Yes	No	Council Managed Car Park - 140 with 3 accessible	Yes (Free for disabled customers displaying an International Blue Badge)	Yes - 30 spaces (cycle stands)	Rail station improvements including disabled access
<b>Thurston</b>	No	No	No	Station Car Park - 14 with 1 accessible	Yes	Yes - 4 Sheffield Stand spaces	Rail station passenger level crossing improvements
<b>Bury St Edmunds</b>	Yes	Yes	Yes	Station Car Park - 23 with 2 accessible	Yes	Yes - 24 spaces (Compound, Lockers, Stands)	Unknown

Station	Waiting Rooms	Public Wi-Fi	Toilets (also Accessible)	Existing car parking capacity	Parking Charges (yes/no)	Cycle parking available	Planned improvements as part of the Local Transport Plan
<b>Diss</b>	Yes	Yes	Yes	Station Car Park - 326 with 6 accessible	Yes	Yes - 36 spaces (Lockers, Stands)	Unknown
<b>Ipswich</b>	Yes	Yes	Yes	Station Car Park - 444 with 9 accessible	Yes (Free for disabled customers displaying an International Blue Badge)	Yes - 228 spaces (cycle stands and 108 spaces in secure cycle compound available)	Improvements in connectivity to and between Ipswich village including the rail station, the waterfront and central shopping area.
<b>Manningtree</b>	Yes	Yes	Yes	Station Car Park - 570 with 4 accessible	Yes	Yes - 90 spaces	Unknown
<b>Marks Tey</b>	Yes	Yes	Yes	Station Car Park - 257 spaces with 8 accessible	Yes (Free for disabled customers displaying an International Blue Badge)	Yes - 60 spaces (2-tier rack spaces)	Unknown

### Thurston railway station passenger level crossing improvements

5.2.11. The potential for a new passenger underpass is being investigated by Network Rail and Suffolk County Council Highways as a potential solution to passenger safety issues and increased individual and collective risk to passengers. The level crossing is located at the Elmswell end of Thurston Station and provides access from the downside and acts as the only means of accessing the up platform. The current Station Platform Crossing is protected by Miniature Stop Lights and spoken audible warnings. Network Rail have raised concerns that mitigation is necessary to ensure safety for future station users.

5.2.12. A similar underpass project was implemented at Ingatstone railway station (Chelmsford area) at a cost of £4.5M. Although feasibility studies and design schemes will be carried out and any projects costed, it is anticipated that any underpass option project for Thurston may cost approximately £5M and could possibly be funded through the Community Infrastructure Levy (by monies to be received from current commitment and new development proposed in the Joint Local Plan). Due to the safety issues raised by Network Rail, this project is assessed as critical and will be assessed and prioritised against other infrastructure needs for the area. A CIL bid of £100,000

(including £10,000 for a rail safety audit) was agreed by Mid Suffolk District Council Cabinet meeting on the 7<sup>th</sup> September 2020, for a feasibility study to take place for Thurston rail station.

#### Haughley railway junction improvements

5.2.13. This project is estimated to cost £20 million and is needed for improvements to the junction to accommodate a Strategic Freight Network route wide objective of achieving a capacity of 48 freight train paths per day (in each direction) from the Port of Felixstowe to the West Midlands and the North in addition to strategic growth of passenger services. This project plan to deliver significantly improved commuter services along the East West line, Ipswich to Newmarket to Cambridge.

#### Stowmarket railway station improvements

5.2.14. Stowmarket railway station improvements under the 'Access for All' funding was confirmed in Spring 2019, where a bridge is to be built to contain lifts on either side of the station. Delivery is planned by 2024.

#### Needham Market railway station improvements

5.2.15. Needham Market railway station improvements, also benefiting from the 'Access for All' funding, is due to receive £390,000 to improve accessibility, as announced in February 2020. The project includes two stages of improvements, the first stage is for full step-free access to the station's Ipswich-bound platform 2 (estimated cost of £400,000); the second stage is for a safe and accessible access route for pedestrians and cyclist, between the railway station and the new visitors' centre at neighbouring Needham Lake (estimated cost of £780,000). The CIL bids required for both stages have been submitted with costs identified as £390,000. However, these are as yet undetermined as a feasibility study is being carried out by Greater Anglia in respect of these works.

#### Manningtree railway level crossing improvements

5.2.16. Manningtree railway level crossing improvements - The rail level crossing over the A137, between Brantham and Manningtree is planned for improvements, financed partly through a new infrastructure fund established by Tendring District Council (Tendring District Council's Rural and Urban Infrastructure Fund, with £1.2m funding from the council's New Homes Bonus for 2019/20), which was announced in February 2020 for improvements, where Network Rail, Greater Anglia and Babergh District Council are involved. The short-term plans for the crossing are to investigate whether a traffic light system under the bridge would be an effective way to deal with congestion, and long-term plans would be agreed when the franchise for the railway is renewed in 2026.

## Footpaths and cycleways

- 5.2.17. The Public Rights of Way (PRoW) network plays an important role in rural areas and on the fringes of towns in providing traffic-free and safe routes for walking and cycling journeys. The use of this network will become very important given the likely financial constraints on providing new facilities such as pavements alongside roads in rural areas.
- 5.2.18. In Suffolk, public rights of way provide 3,400 miles of footpaths, bridleway and byways. In addition, there are 125 miles of permissive paths, 500 miles of cycle tracks, cycle lanes and way marked leisure cycling routes, 12,500 acres of Open Access Land and a further 12,500 acres of Forestry Commission dedicated access land. This network provides off-road access to services, links between settlements, and access into the countryside. The importance of rights of way, quality greenspaces, greenways and corridors, for an effective non-motorised urban transport network threading through urban areas and linking to more rural areas is recognised.
- 5.2.19. In relation to the JLP proposed sites for allocations, the Public Rights of Ways have been assessed in terms of the location of existing provision, if there is to be an impact on existing PRoWs and if there are opportunities to be explored to create new links to the existing network. Public Rights of Way developer contributions are provided under s106.
- 5.2.20. Specific measures in relation to the JLP growth to encourage walking and cycling will need to be assessed for each site through the planning application process. Although given a recent motion passed by both Councils in July 2020 it is likely that proactive work will occur to identify priorities for schemes to improve walking and cycling and provision for the principle of this is made in both Councils Infrastructure Funding Statement (Infrastructure List) (see paragraph 5.2.27 below).
- 5.2.21. In terms of provision for cycling within Babergh and Mid Suffolk, there are currently a combination of national cycle routes, and some local cycle lanes, which are more prominent within the urban areas of the Districts. As announced by Central Government in the Spring of 2020, following the impact of COVID-19, additional funding is provided to improve cycling provision. The potential benefits of this National prioritisation to our Districts is detailed in the below paragraphs.
- 5.2.22. The national cycle network comprises a series of routes throughout the country to form the network, with the following routes passing through our area:  
Route 1 – Dover to the Shetland Islands, passing through Hadleigh, Ipswich, Woodbridge, Beccles, and Lowestoft.  
Route 13 – London to Fakenham, passing through Sudbury and intersecting with route 51 to the east of Bury St Edmunds.  
Route 51 – Oxford to Colchester, passing through Newmarket, Bury St Edmunds, Stowmarket, Ipswich and Felixstowe to connect with the ferry to Harwich.

## Prioritised Rolling Five Year Plan for Cycling (June 2020)

- 5.2.23. As part of the work of a cross-party Cycling Policy Development Panel (PDP) which was created in the Spring of 2020 (in response to the Central Government funding of £5bn nationally for bus and cycling improvements announced in February 2020) a list of proposed cycling schemes across the county have been identified, evaluated, costed and prioritised. This five-year rolling plan has identified schemes that have the greatest potential to provide modal shift; support economic growth in Suffolk; and have the highest cost benefit ratio.
- 5.2.24. The next stage of the rolling five-year plan will be the detailed feasibility studies of the highest 20 ranked schemes as identified on the rolling 5-year plan, with detailed costings, potential funding sources, and estimated timeframe for delivery.
- 5.2.25. The list of projects with particular interest for developments within Babergh and Mid Suffolk are listed in the table below.
- 5.2.26. In terms of potential funding sources, the rolling 5-year plan identifies sources as potentially deriving from Local Travel Plans (LTP), Section 106 (S106), the Community Infrastructure Levy (CIL), or the Department of Transport (DfT). For developer contributions deriving from development within Babergh and Mid Suffolk, the current CIL Charging Schedule does not include highway measures, therefore bids to fund cycle links would not be able to be funded from the CIL Strategic funds for Babergh and Mid Suffolk.
- 5.2.27. Babergh and Mid Suffolk District Councils are taking a view over a cycle strategy moving forward and therefore the list below may change in the future. To this effect, both Councils have approved, in July 2020, proposals which will see the creation of a Sustainable Travel Action Plan, aiming to increase sustainable travel over coming years, encouraging a permanent shift towards sustainable transport such as cycling, walking or public transport throughout the districts.

**Table 24: Cycling Schemes identified in the Prioritised Rolling Five Year Plan for Cycling (SCC June 2020).**

Please note that greyed out cells are projects identified in the highest 20 ranked schemes as priorities for Suffolk.

Area	Location	Detail	Potential Funding Source	Deliverability (3 = easiest to deliver to 1 = most challenging)	Estimated Cost (calculated by linear metre)	Unweighted Multi Criteria Assessment Framework total	Benefit Cost Ratio (ebike)	Approx Distance (metres)
<b>Bury St Edmunds</b>	Cycle improvement between	Providing improvements to NCR51, and better	LTP, S106/CIL, DfT	n/a		n/a	n/a	n/a

Area	Location	Detail	Potential Funding Source	Deliverability (3 = easiest to deliver to 1 = most challenging)	Estimated Cost (calculated by linear metre)	Unweighted Multi Criteria Assessment Framework total	Benefit Cost Ratio (ebike)	Approx Distance (metres)
	Thurston and Bury St Edmunds	links to this spinal route.						
<b>Capel St Mary, Copdock and Washbrook (to Wolsey Grange, Ipswich)</b>	Old London Road Copdock/Washbrook	Allocate space for segregated cycling on ex A12 dual carriageway. (Phase 1: Copdock to Wolsey Grange; Phase 2 Capel St Mary to Copdock)	LTP, S106/CIL, DfT	3		3	0	3000
<b>Coddenham</b>	Coddenham to Needham Market cycle route	Route study required	LTP, S106/CIL, DfT	1		4	0	6000
<b>Elmswell</b>	Elmswell to Bury St Edmunds Cycle Link	Provide a cycle link from Elmswell to Bury St Edmunds (Mount Rd)	LTP, S106/CIL, DfT	3		3	0	route dependant
<b>Eye</b>	Yaxley Road B1117		unknown	2	unknown	3	0	unknown
<b>Ipswich</b>	Bramford Lane to Bramford Road junction	Bramford Lane from Ulster Avenue to Bramford Road	LTP, S106/CIL, DfT	1	£1100k	3	9.1	1830
<b>Ipswich / Sproughton</b>	Hadleigh Rd/Sproughton Rd Cycle Bridge	Connect Sproughton Road to Hadleigh Road across the River Gipping. Associated development not due in near term tbc	unknown	1	£2.5m	10	0	0
<b>Ipswich / Sproughton</b>	River Gipping cycle track Bramford to St Peter's dock	Active travel - see Ipswich Cycling SPD. 3700m distance along whole riverside corridor linking Sugar Beet site to town centre, cost options tbc -	LTP, S106/CIL, DfT	1		5	0	3700

Area	Location	Detail	Potential Funding Source	Deliverability (3 = easiest to deliver to 1 = most challenging)	Estimated Cost (calculated by linear metre)	Unweighted Multi Criteria Assessment Framework total	Benefit Cost Ratio (ebike)	Approx Distance (metres)
		potential for route to utilise Sugar Beet estate routes (further data required to score)						
<b>Ipswich / Sproughton</b>	Bramford to Sproughton	Create cycle way via Church Lane underpass	LTP, S106/CIL, DfT	1		3	0	unknown
<b>Long Melford</b>	Long Melford to Cavendish	Via A1092 & B1064 route tbc	LTP, S106/CIL, DfT	2	£3600k	4	0.2	6000
<b>Long Melford</b>	A134	Sustrans NCN route review recommendation	LTP, S106/CIL, DfT	3		3	0	0
<b>Needham Market</b>	Gt Blakenham to Needham Mkt	Route to be investigated	LTP, S106/CIL, DfT	3		4	1.23	5500
<b>Shotley</b>	Shotley Cycle Link to Ipswich (Community Path)	New cycle link from Shotley to Ipswich	LTP, S106/CIL, DfT	1		2	0.27	17000
<b>Stowmarket</b>	Finborough Road	B1115 Thirlmere Drive/Onehouse Road to Church Walk/Tavern Street		2	£538k	3	7	896
<b>Stowmarket</b>	Gipping Way	Needham Rd roundabout to Station Rd junction	LTP, S106/CIL, DfT	3	£672k	3	3.6	1120
<b>Stowmarket</b>	Ipswich Road	The Crescent/Poplar Hill to Tavern St	LTP, S106/CIL, DfT	1	£1134k	3	3.6	1890
<b>Stowmarket</b>	Navigation Approach	Thorney Green in Stowupland, Mortimer Road to Gipping Way/Navigation App junction	LTP, S106/CIL, DfT	2	£1456k	4	1.2	2426
<b>Stowmarket</b>	Chilton Way to Bury	This link Lowry	LTP, S106/CIL, DfT	2		3	0	825

Area	Location	Detail	Potential Funding Source	Deliverability (3 = easiest to deliver to 1 = most challenging)	Estimated Cost (calculated by linear metre)	Unweighted Multi Criteria Assessment Framework total	Benefit Cost Ratio (ebike)	Approx Distance (metres)
	Road (Chilton Way) Cycle link	Way/Rugby Club junction						
<b>Stowmarket</b>	Stowmarket to Ipswich Cycle Link	Route options study	LTP, S106/CIL, DfT	1		4	0	15000
<b>Stowmarket</b>	Chilton Way to St Edmund Rd	Link to schools, leisure centre and housing estates	LTP, S106/CIL, DfT	3		2		220
<b>Stowmarket</b>	Constable Way to St Marys	Short cycle link off of main carriageway, (potential to reuse existing surface)	LTP, S106/CIL, DfT	3		1	0	70
<b>Stowmarket</b>	Bury Rd (A1308), Stowmarket South of roundabout cycle link	Link from the roundabout to town centre	unknown	2	unknown	2	0	625
<b>Stowmarket</b>	St Edmunds Rd, Stowmarket	Cycle path will create a link to cemeteries, health centre, schools and recreation grounds/parks	unknown	2	unknown	2	0	650
<b>Stowupland</b>	Cycle link Thorney Green to school	In progress / Construction phase 1 Jan 2020, phase 2 post C-19	LTP, S106/CIL, DfT	3	£86k	3	0	500
<b>Sudbury</b>	East Street B1115	A134 to King Street	LTP, S106/CIL, DfT	1	£598k	4	10.8	1400
<b>Sudbury</b>	Cornard Rd B1508	Head Ln to Gt Eastern Rd including Gainsborough St	LTP, S106/CIL, DfT	2	£1304k	4	5.8	2170
<b>Sudbury</b>	Melford Rd & Girling St A131	A134 roundabout to Newton Rd	LTP, S106/CIL, DfT	1	£1027k	4	4.7	2400
<b>Sudbury</b>	A134 (Northern Rd)	A134 Richard Burns Way to Newton Rd	LTP, S106/CIL, DfT	2	£551k	3	0.14	1900

Area	Location	Detail	Potential Funding Source	Deliverability (3 = easiest to deliver to 1 = most challenging)	Estimated Cost (calculated by linear metre)	Unweighted Multi Criteria Assessment Framework total	Benefit Cost Ratio (ebike)	Approx Distance (metres)
Sudbury	Valley Walk to Railway Station	Upgrade surface for link and convert RoW to bridleway or cycle track	LTP, S106/CIL, DfT	3	unknown	4	0	n/a
Sudbury	Waldingfield Rd to Acton Ln	Amend barriers, convert to cycle track	LTP, S106/CIL, DfT	3		2	0	n/a
Sudbury	Belle Vue Rd/ Constitution Hill	Assess potential for new link and convert RoW	LTP, S106/CIL, DfT	3		1	0	110
Sudbury	Sudbury Common	Improve section of well used routes where they cross water courses, feas to identify extent of work	LTP, S106/CIL, DfT	2		4	0	route dependant
Sudbury	Talbot Rd	Potential cycle link between Talbot Rd and Acton Lane existing highway, links to Acton Ln from 135 Talbot Rd	unknown	2		2	0	310
Sudbury	B1508 Kings Hill - Stannard Way to Belle Vue junction	Gt Cornard to town/rail station	unknown	2		1	0	1000
Sudbury	Long Melford to Lavenham	Route options study using old rail line	LTP, S106/CIL, DfT	1		4	0	1000
Woolpit	Woolpit to Elmswell community path	Connectivity between rail station and medical facilities across 2 villages cost dependent upon complexity/design	LTP, S106/CIL, DfT	1			0	2000

5.2.28. The below is a list of other opportunities to be further investigated to maximise sustainable transport options:

- Cycle links from Stowmarket to Elmswell via Wetherden
- Cycle links between Stowmarket and Needham Market
- Improvements to cycle links from Claydon/Barham into Ipswich
- Creating a cycle link from Hadleigh to central Ipswich
- Wherstead to Ipswich cycle improvements
- Thurston to Bury cycle improvements

## Electric Vehicle Charging Stations

**Table 25: Existing charging points located in Babergh and Mid Suffolk that are available to the public:**

Settlement	Location	Type of EV Changing Point
<b>Capel St Mary</b>	MFG, Capelgate North and South	Public (provided by Ecotricity)
<b>Combs</b>	Combs Tannery Carpark	Public (provided by Tannery)
<b>Copdock and Washbrook</b>	Copdock Park and Ride	Public (Provided by SCC) (bus ride mandatory)
<b>Eye</b>	Cross Street Car Park, Cross Street, Eye	Public (CIL Funds £14,287)
<b>Hadleigh</b>	Maiden Way Car Park	Public (Provided by BDC)
<b>Lavenham</b>	Public Car Park Rear of Cock Horse Inn, Lavenham	Public (CIL Funds £28,688, Provided by BDC)
<b>Lindsey</b>	Lindsey Village Hall Car Park	Public (CIL Funds £5,534, Provided by BDC)
<b>Needham Market</b>	Needham Lake	Public rapid charger (Provided by MSDC)
<b>Sudbury</b>	Sudbury Community Health Centre	Public (Provided by BDC)

**Table 26: Proposed new provision in Babergh and Mid Suffolk for public EV charging points:**

Settlement	Location	Estimated Cost	Funding Mechanism
<b>Lavenham</b>	Prentice Street Car Park, Lavenham (two charge points)	£34,000	CIL Bid to be considered in December 2020.
<b>Stonham Aspal</b>	Public access proposed at Sports Pavilion (approved in January under planning application DC/19/02299)	Pending Section 106	Pending Section 106.
<b>Stowmarket</b>	Ipswich Street Car Park (Regal Theatre)	£10,263	CIL Bid approved in September 2020.

## Funding mechanisms for Electric Vehicle charging points

5.2.29. As well as the ability to use developer contributions (Section 106 or Community Infrastructure Levy) towards the cost of providing public charging stations, a new funding opportunity was revealed by Central Government earlier this year, following on from the budget allocation of £10 million funding for Local Authorities to install Electric Vehicle Charge Points across Council owned Car Parks, administered by the Office for Low Emission Vehicles (OLEV) as the On-Street Residential Charge Point scheme (ORCS). Local authorities can apply for a grant to cover part of the capital costs of installing charge points for residents who lack off-street parking. The funding available is for 75% of the capital costs of procuring and installing the charge point and an associated dedicated parking bay. The grant rate is set at £6,500 per charge point and up to £7,500 per charge point in certain circumstances. To date, ORCS has supported over 60 local authorities to deliver over 2,000 charge points for residents who do not have off-street parking.

## Overnight Lorry Parking Facilities

5.2.30. In line with the NPPF Paragraph 107, the District Councils recognise the importance of providing adequate overnight lorry parking facilities.

5.2.31. Proposals for new or expanded distributions centres should therefore make provision for sufficient lorry parking to cater for their anticipated needs. Where possible, overnight lorry parking should be located outside of the town centres, so as to reduce traffic congestion, improve resident and visitor experience, improve air quality and make better use of available space for public use and facilities.

5.2.32. Current overnight lorry parking facilities that are operated by Babergh and Mid Suffolk District Council are located as per below.

**Table 27: Existing overnight lorry parking facilities:**

Settlement	Location	Facilities
<b>Stowmarket</b>	Gipping Way Coach & Lorry Park	12 coach and lorry bays, 48 hours maximum stay for Heavy Goods Vehicles
<b>Sudbury</b>	Station Road Lorry Park	12 coach and lorry spaces, 24 hours maximum stay for Heavy Goods Vehicles

Current specific lorry park provision at the Station Road Lorry Park in Sudbury (Babergh District) is being reviewed to explore relocation options. This process involves stakeholder engagement, including with haulage operators, local traders and the Town, District and County Councils (including as Highways Authority). A temporary relocation may be an interim option pending any further longer-term arrangements.

## 6. POLICE

- 6.1.1. This section of the IDP has been drafted and agreed with representatives of Suffolk Constabulary, and is applicable to policing undertaken in the locations that operate within the Babergh and Mid Suffolk area.
- 6.1.2. The National Planning Policy Framework (NPPF) requires the planning system to provide for sustainable development, where healthy and safe communities can be promoted. More specifically, paragraph 20 b) refers to the need for strategic policies to set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure to ensure security. Whilst paragraph 95 requires that planning policies and decisions should promote public safety and take into account wider security and defence requirements.
- 6.1.3. In addition to the above, The Crime and Disorder Act 1988 (Section 17) also places a duty on local authorities to reduce crime and disorder within the community.
- 6.1.4. Within this context, Suffolk Constabulary is a key infrastructure provider with an important role to play in contributing to the achievement of sustainable new places and communities, and (along with healthcare partners) promoting healthy and safe communities.
- 6.1.5. This role therefore requires the Constabulary to create the conditions for, and provide an appropriate level of community safety, cohesion and policing in relation to new housing areas and associated population growth.
- 6.1.6. The new housing and population growth deriving from the emerging Joint Local Plan will require the provision of additional police facilities and funding, in order to provide for an appropriate level of community safety, cohesion and policing, and mitigate the impact of development.
- 6.1.7. The police facilities required to mitigate the effects of planned growth is listed below, together with the respective potential developer contribution funding mechanisms, i.e. CIL or s106.
- 6.1.8. The current CIL Position Statements for both Councils (September 2019) are due to be replaced by both Council's separate Infrastructure Funding Statement (Infrastructure List). This may enable the funding of some of the measures through CIL, for infrastructure, whilst s106 may be used for police facilities which fall under a Revenue cost, and therefore could not be funded under CIL.
- 6.1.9. As for other infrastructure to be funded through CIL, it will be for a 'bid' to CIL to establish whether projects can be funded relative to other infrastructure priorities.<sup>7</sup>

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<sup>7</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

6.1.10. As referred in the introduction to this IDP, viability testing will be carried out to assess the affordability of CIL and the impact that cumulative costs of planning obligations may have on housing delivery.

**Table 28: Police facilities needs arising from growth of the emerging JLP**

Emerging JLP site allocation number of dwellings	Infrastructure Revenue Cost /	Funding Mechanism	Average cost per dwelling
Additional or enhanced police station (Safer Neighbourhood Team) floor space & facilities, including fit out (excluding refurbishment or maintenance);	Infrastructure	CIL	£95
Custody facilities	Infrastructure	CIL	Included in above station cost
Mobile police stations	Infrastructure	CIL	Specific to area need/not per dwelling cost
Communications, including ICT	Infrastructure	CIL	Specific to area need/not per dwelling cost
Automatic Number Plate Recognition (ANPR) Technology and Traffic Mitigation (Speed Cameras)	Infrastructure	CIL	Specific to area need/not per dwelling cost
Police vehicles	Revenue Cost	£106	£122
Funding for additional staff resources, incorporating Police Community Support Officers (during the construction & occupation phases of residential development), police officers, back office staff, recruitment, training & equipment	Revenue Cost	Revenue funding generally other than £106.	

6.1.11. At the local level, the police facilities and funding employed to meet these objectives is provided by Suffolk Constabulary's 'Safer Neighbourhood Team' (SNT) policing model.

6.1.12. There are five SNT's within the Joint Local Plan area located at Hadleigh, Sudbury, Stowmarket, Ipswich West and Eye, which are currently operating at capacity.

6.1.13. The new housing and population growth to be planned for in the Joint Local Plan will require the provision of additional police facilities and funding, in order to provide for an appropriate level of community safety, cohesion and policing, and mitigate the effects of planned growth.

6.1.14. The table below lists the five Police Safer Neighbourhood Team locations within the Joint Local Plan area, and identifies the principal housing growth areas falling within each SNT area. The level of police facilities provision and funding required to mitigate the effects of this planned growth is measured from the level of housing and population increase directed to each SNT.

**Table 29: Anticipated mitigation from developer contributions for Police Safer Neighbourhood Teams located within Babergh and Mid Suffolk**

Police Safer Neighbourhood Team (SNT) Location	Emerging JLP growth areas	Number of dwellings deriving from emerging JLP areas	Anticipated mitigation costs for additional vehicles (Approx. £122/dwelling - s106)	Anticipated mitigation costs for additional accommodation/custody facilities (Approx. £95/dwelling - CIL)	Other anticipated mitigation costs for Mobile police stations, ICT, ANPR, Speed Cameras (CIL)
Eye SNT	Eye Debenham Stradbroke	832	£101,504	£79,040	n/a
Hadleigh SNT	Bramford, Brantham, Capel St Mary, Great Blakenham, Holbrook, Ipswich Fringe, Hadleigh, Lavenham, Shotley	3482	£424,804	£330,790	£452,856 (Capel St Mary and Ipswich Fringe)
Ipswich West SNT	Barham Claydon Whitton	880	£107,360	£83,600	£226,428 (Barham and Claydon)
Stowmarket SNT	Bacton, Botesdale & Rickinghall, Elmswell, Mendlesham, Needham Market,	5384	£656,848	£511,480	£792,498 (Stowmarket, Thurston and Woolpit)

Police Safer Neighbourhood Team (SNT) Location	Emerging JLP growth areas	Number of dwellings deriving from emerging JLP areas	Anticipated mitigation costs for additional vehicles (Approx. £122/dwelling - s106)	Anticipated mitigation costs for additional accommodation/custody facilities (Approx. £95/dwelling - CIL)	Other anticipated mitigation costs for Mobile police stations, ICT, ANPR, Speed Cameras (CIL)
	Haughley, Stonham Aspal, Stowmarket, Stowupland, Thurston, Walsham-le-Willows, Woolpit				
Sudbury SNT	Acton, Bildeston, Chilton, Great Cornard, Sudbury	859	£104,798	£81,605	£113,214 (Great Cornard)

6.1.15. In terms of Community Safety projects currently identified, the potential costs for an upgrade of CCTV provision in Hadleigh and Sudbury is being considered, where CIL would look to fund the project, with an estimated capital cost of £183,000. A CIL Bid has been submitted which is likely to be determined in December 2020.

## 7. FIRE SERVICE

7.1.1. Suffolk Fire & Rescue Service (SFRS) has considered the proposed preferred sites for allocations in the JLP plan and are of the opinion that, given the level of growth proposed, no additional service provision is envisaged to be made in order to mitigate the impact. However, this will be reconsidered if service conditions change.

7.1.2. Arrangements related to the availability of water and access to buildings will need to be considered at the planning application stage. The SFRS have advised:

- the provision of automated fire suppression sprinkler systems in any new development as it not only affords enhanced life and property protection but if incorporated into the design/build stage it is cost effective and efficient;
- the provision of adequate vehicular access, in accordance with building regulation guidance;
- the provision of adequate water supplies for firefighting must also be part of the development proposals.

## 8. UTILITIES

### 8.1. WATER

- 8.1.1. This section of the IDP has been prepared in collaboration with the following utilities providers and non-departmental public body: - Anglian Water, Essex & Suffolk Water (Northumbrian Water Group), The Environment Agency.
- 8.1.2. General information is provided to set the wider context of provision and a desktop assessment of each development allocation was carried out by Anglian Water and Essex & Suffolk Water, in relation to their respective water supply boundaries.
- 8.1.3. The Environment Agency has provided further input in relation to consents already sought for an increase in discharge of final effluent, from the Water Recycling Centres, and where further detailed assessments would be required prior to the enhancement to treatment capacity.

#### The wider context

- 8.1.4. The providers of potable water (the water supply network) to Babergh and Mid Suffolk are Anglian Water (covering the whole of Babergh and the south west of Mid Suffolk) and Essex & Suffolk Water (covering the north east of Mid Suffolk).
- 8.1.5. The provider of waste water services to Babergh and Mid Suffolk districts is Anglian Water. The requirements for waste water provision relate to the network for delivering waste water (i.e. the sewerage pipes) and the facility at which it is treated, i.e. Water Recycling Centres (formerly known as Waste Water Treatment Works or Sewage Treatment Works (STWs)).
- 8.1.6. In general, waste water treatment infrastructure upgrades, to provide for residential growth, are wholly funded by Anglian Water through its Asset Management Plan (AMP). Network improvements (on-site and off-site) are generally funded or part-funded through developer contributions. The cost and extent of the required network improvement are investigated and determined when a planning application is submitted, and an appraisal is carried out. It is therefore not possible to provide costs to inform this assessment. However, assets identified as requiring enhancement to treatment facilities in relation to the planned growth of the Joint Local Plan has been identified in the section below.
- 8.1.7. The timing of upgrades to the existing Water Recycling Centres works depends on when sites are expected to come forward. The assessments of the sites provide an indication of which Water Recycling Centres will require enhancement to the treatment capacity. The assessments also indicate potential viability issues where sites are remote from nearest sewer, and where connecting to the network may not be viable.

8.1.8. The investment needed over the next 25-years to balance the supply and demand for water recycling services is described in the Water Recycling Long-Term Plan (WRLTP), September 2018 (source: <https://www.anglianwater.co.uk/assets/media/water-recycling-long-term-plan.pdf>) The plan considers risk from growth, climate change, severe drought, and customer behaviours. It promotes sustainable solutions for maintaining reliable and affordable levels of service and facilitates working in partnership to mitigate flood risk.

### The local context for residents of Babergh and Mid Suffolk

8.1.9. The Anglian Water Long-Term Plan mentioned above provides a long-term growth strategy and expected investment. The below table summarises the investment plans for infrastructure within Babergh and Mid Suffolk.

**Table 30: Anglian Water’s expected investment per Asset Management Plans (AMPs) <sup>8</sup>**

Location	Measure	AMP7 2020 – 2025 (Million of £)	AMP8 2025 - 2030 (Million of £)	AMP9 2030 – 2035 (Million of £)	AMP10 2035 – 2040 (Million of £)	AMP11 2040 – 2045 (Million of £)
Bedfield	WRC – descriptive to numeric permit	£0.004M				
Brantham	Increase drainage capacity		£1.485M	£2.744M		£3.004M
Gislingham	Additional WRC flow capacity			£0.007M		
Long Melford	Investigate urban creep at WRCs	£0.04M				
Metfield	WRC – descriptive to numeric permit	£0.004M				
Monks Eleigh	WRC flow capacity				£1.5M	
Norton	Additional WRC flow capacity		£1.597M			
Norton	Investigate urban creep at WRCs	£0.04M				
Stowmarket	Increase drainage capacity (Defined contingent scheme)	£2.173M				
Stowmarket	Combined sewer overflows (CSO) investigations	£0.038M				
Stowmarket	Combined sewer overflows (CSO) Improvements		£0.832M			

<sup>8</sup> Source: <https://www.anglianwater.co.uk/assets/media/water-recycling-long-term-plan.pdf>

Location	Measure	AMP7 2020 – 2025 (Million of £)	AMP8 2025 - 2030 (Million of £)	AMP9 2030 – 2035 (Million of £)	AMP10 2035 – 2040 (Million of £)	AMP11 2040 – 2045 (Million of £)
Stowmarket	Additional WRC flow capacity				£6.973M	
Wyverstone	WRC – descriptive to numeric permit		£0.004M			

### The provision context established in relation to the JLP preferred site assessments

8.1.10. The preferred site assessment carried out by both Anglian Water and Essex & Suffolk Water has identified needs using a 'RAG' (Red-Amber-Green) approach:

- Red, where sites have major constraints to provision of infrastructure and/or treatment to serve proposed growth.
- Amber, where sites require infrastructure and/or treatment upgrades to serve the proposed growth; alternatively, diversion of assets may be required.
- Green, where sites have capacity available to serve the proposed growth.

8.1.11. The information and RAG status for each proposed site has been assessed considering existing commitments but on an individual site basis. The cumulative impact from all the proposed sites on the allocated treatment or network resource is not indicated by the RAG status. It should be noted therefore that the cumulative effect of all the proposed sites may require enhancement to capacity.

8.1.12. The assessment has highlighted infrastructures needs as detailed below.

#### Water Supply Network (Potable Water)

8.1.13. The potential sites for allocation in the Joint Local Plan will require a connection to the existing network which may include network upgrades. The assessment of each potential site identifies where there is an expected need for improvements to the existing water supply network.

8.1.14. Water companies have a funding mechanism whereby the developer pays directly to the water company for enhancement needed for a development, and an infrastructure charge for each new dwelling. This is charged in accordance with the requirements of the Water Industry Act. No other funding is therefore required in terms of growth mitigation.

#### Water Recycling Centre capacity

- 8.1.15. A Water Cycle Study (WCS) was commissioned by the District Councils in February 2020 to inform the Babergh and Mid Suffolk Joint Local Plan (please see the published report of September 2020 within the Evidence Base documentation of the Babergh and Mid Suffolk District Councils websites:  
Babergh: <https://www.babergh.gov.uk/planning/planning-policy/evidence-base/>  
Mid Suffolk: <https://www.midsuffolk.gov.uk/planning/planning-policy/evidence-base/>).  
This study assesses the potential issues relating to future development within Babergh and Mid Suffolk and the impacts on water supply, wastewater collection and treatment and water quality. The Water Cycle Study is required to assess the constraints and requirements that will arise from potential growth on the water infrastructure.
- 8.1.16. The aim of this water cycle study is to provide the evidence to inform the selection of sites, taking into account the constraints in the water environment and in water and wastewater infrastructure.
- 8.1.17. As referred above, Anglian Water and Essex & Suffolk Water provide water supply to the study area, and Anglian Water provide wastewater services.
- 8.1.18. The study shows that Babergh & Mid Suffolk is an area with limited water resources. The north east of Mid Suffolk is within the Hartismere Water Resource Zone which has limited available supply headroom. Essex & Suffolk Water have advised that there is sufficient headroom to serve planned growth to 2025 and will consider options for addressing increased demand due to growth beyond that date.
- 8.1.19. A number of WRCs have limited headroom in their environmental permit, additional growth may require changes to their flow permit and accompanying changes to their environmental permit and/or upgrades to treatment performance.
- 8.1.20. The water cycle study has also assessed the impact of additional wastewater discharge on water quality in Babergh and Mid Suffolk. Downstream of many WRCs that are expected to serve growth a deterioration in water quality is predicted, but in most cases, this could be prevented by improvements in treatment processes at those works. In four cases (Chantry, Diss, Hadleigh and Halesworth WRCs), prevention of this deterioration may not be possible, and alternative solutions may be required in order to accommodate growth.
- 8.1.21. At Mendlesham WRC, whilst deterioration is not significant, should work elsewhere in the catchment improve upstream water quality, there is a risk that additional growth served by this WRC may prevent good ecological status being achieved in the watercourse downstream in the future.
- 8.1.22. The proposed site allocations with Babergh and Mid Suffolk affected by the above are shown to be:

Chantry WRC:

LA005 Belstead, 14 dwellings

LA009 Copdock and Washbrook, 12 dwellings

LA008 Copdock and Washbrook, 226 dwellings

LA014 Sproughton, 475 dwellings (Wolsey Grange, Phase 1 under construction)

LA013 Sproughton, 25 dwellings

LA101 Wherstead, employment site

Hadleigh WRC:

LA028 Hadleigh, 500 dwellings

LA115 Hadleigh, 21 dwellings

LA027 Hadleigh, 50 dwellings

LA114 Hadleigh, 75 dwellings

LA028 Hadleigh, employment site

Halesworth WRC:

SS0069 / LS01 – Laxfield, 49 dwellings

SS0616 / LS01 – Laxfield, 13 dwellings

Mendlesham WRC:

LA073 Mendlesham, 75 dwellings

SS0570 / LS01 – Wetheringsett, 10 dwellings

SS0599 / LS01 – Wetheringsett, 10 dwellings

8.1.23. The impact of additional discharges from WRCs at environmentally sensitive sites (such as SSSIs) was assessed by using the water quality model to predict the deterioration in phosphate concentration in the watercourses adjacent to protected sites. Significant deterioration was predicted during the local plan period; however, this could be prevented by improvements in treatment processes at WRCs upstream.

8.1.24. Recommendations are outlined within the study, which include a policy recommendation for the Joint Local Plan to adopt enhanced water efficiency standards (110//p/d) permitted by National Planning Practice Guidance as well as continued engagement with Anglian Water, Essex & Suffolk Water and the Environment Agency.

### Foul sewerage network

8.1.25. The foul infrastructure requirements will be dependent on the location, size and phasing of the development. All sites will require a local connection to the existing sewerage network which may include network upgrades.

8.1.26. The site assessment identifies that there is an expected need for improvements to the existing network to enable development of the sites which have been proposed. Upgrades are to be expected as the existing sewers are not designed to have capacity for all future growth. Anglian Water has advised that where potential upgrades have been highlighted in the assessments, this should not be seen as an objection to the allocation of

these sites as Anglian Water will continue to work closely with the Councils to ensure that upgrades are delivered at the correct time to not hinder development.

#### Asset encroachment

- 8.1.27. A number of the sites which have been proposed are in close proximity to existing Water Recycling Centres within the Babergh and Mid Suffolk area.
- 8.1.28. Nuisance may be caused by noise, lighting and traffic movements; however, the most prevalent source will be odours, unavoidably generated by the treatment of sewerage. Anglian Water have assessed the potential risk of odour from the relevant Water Recycling Centres based upon their Asset Encroachment Methodology.
- 8.1.29. Anglian Water and Essex & Suffolk Water have also assessed where there are sewers or water mains crossing the proposed sites. Where this is the case and sites are retained for allocation, the site layout will need to be designed to take these into account; as such existing infrastructure is protected by easements and cannot be built over or located in private gardens where access for maintenance and repair could be restricted. Anglian Water have also advised that the sewers or mains should be located in highways or public open space. Therefore, for each allocated site where there is asset encroachment of sewers or mains specific guidance will need to be provided to ensure that the sites layouts take this into consideration. If it is not possible to accommodate the existing sewers or mains within the design, then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered. More information is available on the following weblink: <http://www.anglianwater.co.uk/developers/encroachment.aspx>

#### Surface water sewerage network

- 8.1.30. Anglian Water have advised that their preference is that surface water should be discharged into Sustainable Drainage Systems (SuDs) consistent with national planning guidance. The site allocations will need to take account of this and where it is proposed to discharge surface water into the public sewerage system the developers will need to provide evidence to demonstrate that there is no alternatives available.

## 8.2. ENERGY – GAS AND ELECTRICITY

8.2.1. This section of the IDP has been prepared in collaboration with the following utilities providers: - National Grid, UK Power Networks, Cadent Gas.

### 7.2.1 The wider context

8.2.2. The new Local Energy East - Web Portal Tool/ Energy Data Hub launched over the summer of 2018 by the New Anglia LEP, Greater Cambridge Greater Peterborough Enterprise Partnership has also been used to assess the current status of energy provision at a broader level. The findings from this exercise are summarised in the table below as general information pertinent to both Babergh and Mid Suffolk.

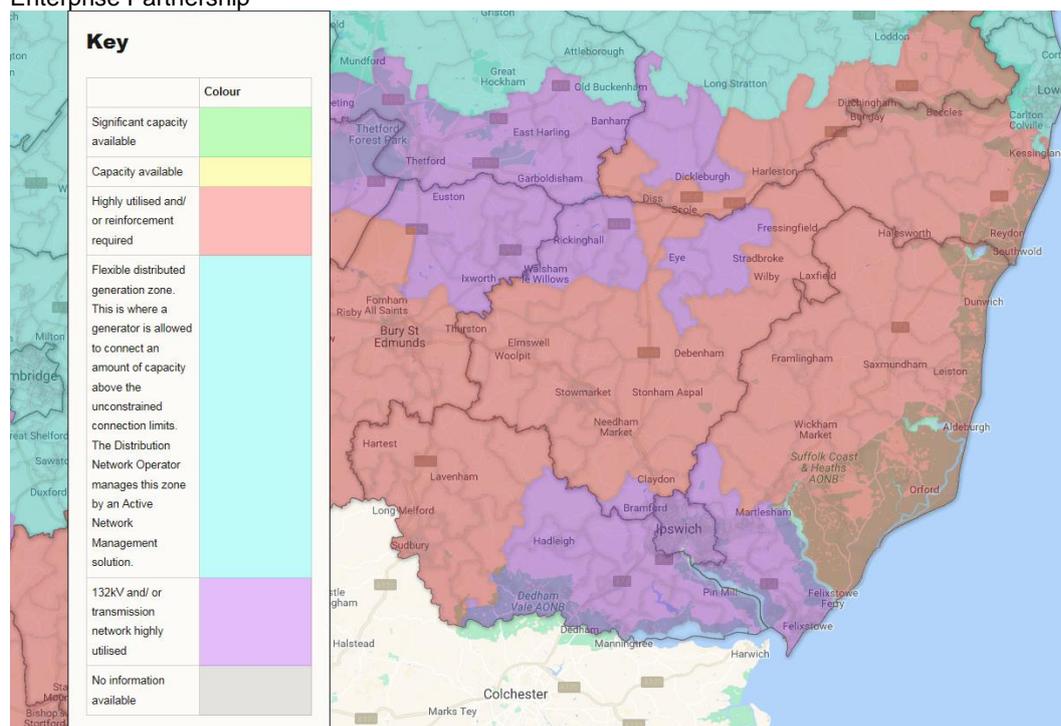
**Table 31: Energy Data Hub information relating to energy infrastructure provision in Babergh and Mid Suffolk**

Energy Data Hub – Energy Infrastructure Topics	Issues and Priorities Identified
Battery energy storage locations	One is planned near Bramford.
EV charging points	There are 2 existing public EV charging points in Babergh and Mid Suffolk. These are located in Hadleigh and Sudbury. Current projects are looking to implement EV charging points in Needham Market, Eye and Lavenham.
Electricity transmission network (Circuits) / network capacity / 400kV and 275kV substations / Grid & bulk supply points /Primary substations	There are 4 main circuits covering Babergh and Mid Suffolk, the four circuits go from west of Bramford <b>Babergh and Mid Suffolk are classified as:</b> <b>-Highly utilised and/or reinforcement required.</b> <b>-132kV and/or transmission network highly utilised</b> Please see map 7.2.1.1 below showing the network capacity status.
Gas networks	There is one Gas transmission network running through Babergh and Mid Suffolk. This network runs north-east (Hoxne area) through to the south-west (Long Melford area). Along this transmission network, there are three gas sites, located near Lavenham, near Stowmarket and near Diss. Gas connections are limited in both district with the majority of household not connected to the gas network (Please see map 7.2.1.2 below showing the Households not connected to the gas network ).
Electricity Generation	<b>Fossil fuel power stations:</b> one near Horham (Stradbroke area) Capacity: 9MW. <b>Low-carbon generators (&lt;1MW):</b> 6 located in Babergh and 4 located Mid Suffolk <b>Low-carbon generators (&gt;1MW):</b> none located in Babergh and 5 located Mid Suffolk <b>Local authority assets:</b> 3 located in Babergh and 3 located Mid Suffolk <b>Feed-in tariff installations (&gt;30kW):</b> Please see map 7.2.1.3 below.
Heat	<b>Renewable Heat Incentive (domestic):</b> 209 accredited installations in Babergh, 314 accredited installations in Mid Suffolk <b>Renewable Heat Incentive (non-domestic):</b> 46 accredited installations in Babergh (with an installed capacity of

Energy Data Hub – Energy Infrastructure Topics	Issues and Priorities Identified
	<p>6.8MW), 47 accredited installations in Mid Suffolk (with an installed capacity of 9.7MW)  <b>District Heating:</b> one in Walsham-le-Willows  <b>Combined Heat &amp; Power:</b> 2 in Mid Suffolk (Eye and Stowmarket)</p>
<p><b>Socio-economic indicators</b></p>	<p><b>Energy performance ratings:</b>            Babergh:            Current Average EPC Rating: 60.3            Potential Average EPC Rating: 75.0            Current-Potential Difference: 14.7            Households sampled: 22,409            Mid Suffolk:            Current Average EPC Rating: 60.9            Potential Average EPC Rating: 75.0            Current-Potential Difference: 14.1            Households sampled: 24,388  <b>Fuel poverty:</b> Please see map 7.2.1.4 below showing proportion of households that are fuel poor. Highest percentages of fuel poverty are in the Stoke by Nayland area (22.3%); Woolverstone, Chelmondiston and Erwarnton area (19.3%); Bildeston, Cockfield, Wattisham area (19.2%); Rattlesden, Drinkstone, Gedding, Felsham area (19.8%); Coddtenham, Crowfield, Helmingham area (20.8%); Redlingfield, Horham, Wingfield, Hoxne area (19.7%).  <b>ECO measures*:</b>            Babergh: Households in receipt of ECO measures (%): 3.9            Mid Suffolk: Households in receipt of ECO measures (%): 3.5            * The Energy Company Obligation (ECO) is a government energy efficiency scheme in Great Britain to help reduce carbon emissions and tackle fuel poverty.</p>

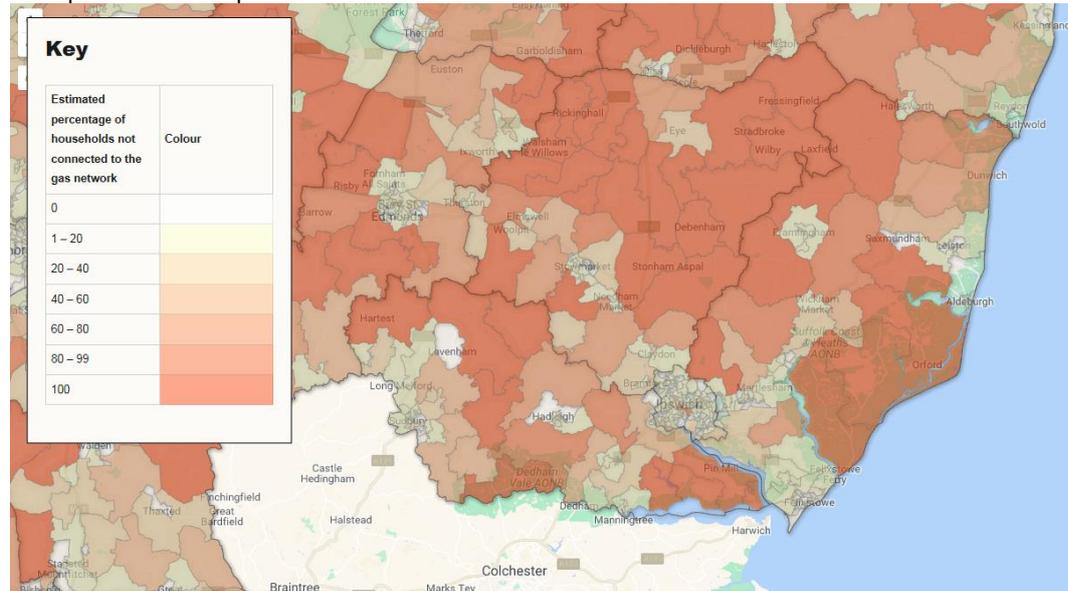
### Map 1.: Network capacity status

Source: Local Energy East - Web Portal Tool, New Anglia LEP, Greater Cambridge Greater Peterborough Enterprise Partnership



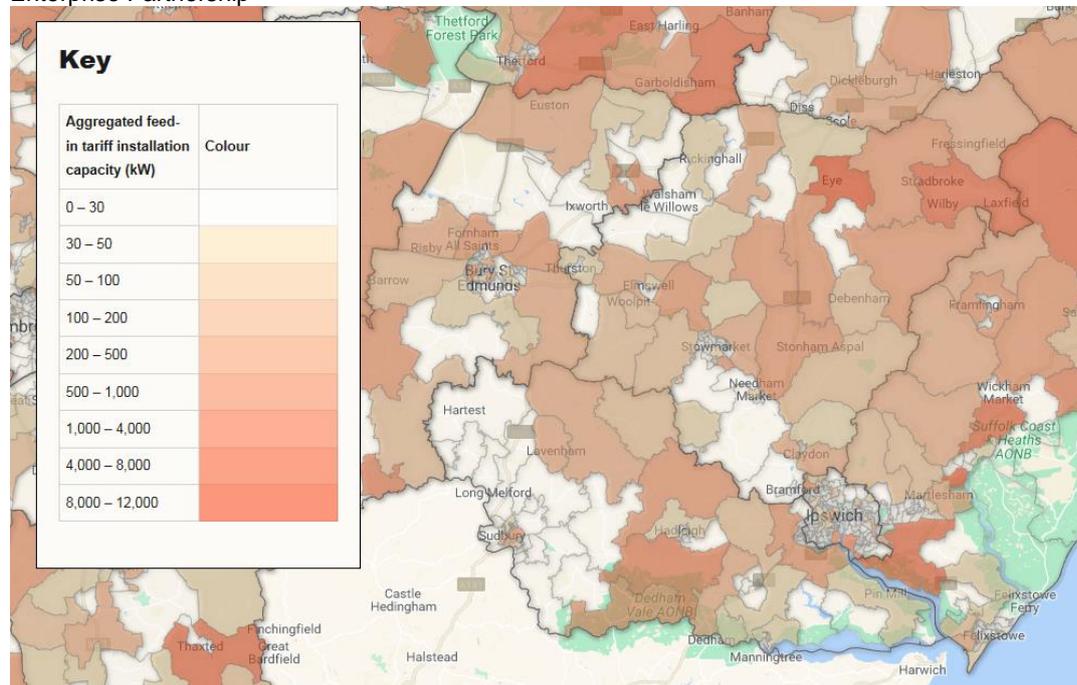
## Map 2.: Households not connected to the gas network

Source: Local Energy East - Web Portal Tool, New Anglia LEP, Greater Cambridge Greater Peterborough Enterprise Partnership



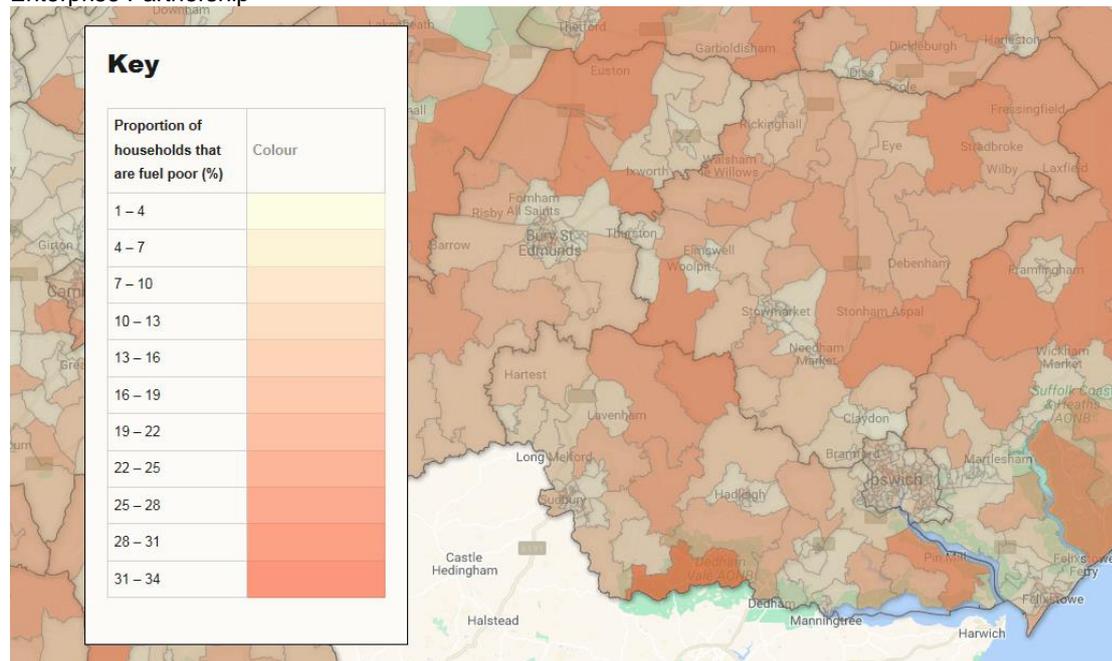
## Map 3.: Feed-in tariff installations (>30kW)

Source: Local Energy East - Web Portal Tool, New Anglia LEP, Greater Cambridge Greater Peterborough Enterprise Partnership



## Map 4.: Fuel poverty

Source: Local Energy East - Web Portal Tool, New Anglia LEP, Greater Cambridge Greater Peterborough Enterprise Partnership



## Gas

- 8.2.3. In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to consumers.
- 8.2.4. National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. This consists of around 4,300 miles of pipelines and 26 compressor stations connecting to eight distribution networks.
- 8.2.5. New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.
- 8.2.6. There are seven reception points into the United Kingdom and distributed through a National Transmission System (NTS). National Grid is responsible for the NTS which covers the whole of Great Britain. A series of off-take points in the NTS supplies gas to eight regional distribution networks. The gas distributor for both districts is Cadent.
- 8.2.7. Gas supplies to consumers are funded by developers and Cadent. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a

Reinforcement Charge may also be applied. The apportioning of reinforcement costs are split between the developer and Cadent, depending on the results of a costing exercise internally. Connection to the network will be provided as sites come forward.

8.2.8. Capacity currently exists to support growth in the gas network. There are no reported specific needs associated with growth in terms of major reinforcements to the network. Although, as per the wider context of energy provision mentioned above, studies have shown correlation between fuel poverty and the provision of gas. This is something that is being addressed in the Joint Local Plan policies in relation to the standards for new build and the use of energy efficient measures to support sustainable construction.

8.2.9. In terms of the impact of sites on the national infrastructure, National Grid has one high pressure gas transmission pipeline within the administrative area of Babergh and Mid Suffolk District Council.

Pipeline	Feeder Detail
FM05	Yelverton to Stowmarket

8.2.10. National Grid requests that any High Pressure Major Accident Hazard Pipelines (MAHP) are taken into account when site options are developed in more detail. These pipelines form an essential part of the national gas transmission system and National Grid’s approach is always to seek to retain the existing transmission pipelines in situ. National Grid may have a Deed of Easement for each asset which prevents the erection of permanent/temporary buildings, or structures, changes to existing ground levels, storage of materials etc.

## Electricity

8.2.11. National Grid operates the national electricity transmission system across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses. The distribution network operators in England, Wales and Scotland are: SSE, Western Power Distribution, UK Power Networks (UKPN), SP Energy Networks, Northern Power Grid and Electricity North West.

8.2.12. Specific development proposals within the Babergh and Mid Suffolk area are unlikely to have a significant direct effect upon National Grid’s electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.

8.2.13. The local distribution network operator for Babergh and Mid Suffolk districts is UK Power Networks (UKPN). UKPN is responsible for operating the local electricity distribution network which supplies electricity from the

national electricity transmission system direct to households and businesses. If new infrastructure is required in response to an increase in demand across the local electricity distribution network the operator (UKPN) may request improvements to an existing National Grid substation or a new grid supply point.

- 8.2.14. The funding of strategic infrastructure is normally planned for in the electricity company’s Network Asset Management Plan (NAMP) and pricing proposals which are agreed with Ofgem (The Office of Gas and Electricity Markets). The current UKPN Business Plan, encompassing the NAMPs and Regional Development Plans cover the period 2015 – 2023 (Source: <http://library.ukpowernetworks.co.uk/library/en/RIIO/> ). The proposed works are based on actual and reasonably certain or non-speculative growth. Not all proposed works are accepted by the regulator, as there needs to be sufficient justification of need and appropriate value for money.
- 8.2.15. Where a development prompts infrastructure reinforcement they will be required to contribute towards the reinforcement on a total or a proportional basis. The existing charging methodology is for developers to support the capital investment needed to extend or reinforce the electricity network to their developments. UK Power Networks will proportionally fund some strategic infrastructure if that has the benefit of usefully reinforcing supply to the existing networks. However, the developer will be charged the remaining proportion of the total costs. This relates to employment development as well as housing.
- 8.2.16. If a developer does want to bring forward additional infrastructure ahead of when UK Power Networks can fund it, then it can forward fund the requirements and then claim the cost back once this has been secured by the provider.
- 8.2.17. Strategic upgrades to substations, or new substations, are critical items which will be expected to be needed in the earliest phases of development. This will require early engagement by the developer with UK Power Networks.
- 8.2.18. It is a normal developer’s cost to install a local 11kV/LV substation and the associated low voltage cables and services on larger sites. This would be expected by a developer so would be included in the site-specific costs. Such investments are therefore excluded from this assessment.
- 8.2.19. In terms of the Electricity Transmission Network, National Grid has four high voltage overhead lines (listed below) within Babergh and Mid Suffolk District Council’s administrative area. These form an essential part of the electricity transmission network in England and Wales.

Line Ref.	Description
4YL Route	400Kv two circuit route from Pelham substation in East Hertfordshire to Bramford substation in Mid Suffolk.

Line Ref.	Description
4ZW Route and 4ZX Route	400kv two circuit route from Bramford substation in Mid Suffolk to Sizewell substation in East Suffolk.
4YM Route	400kv two circuit route from Bramford substation in Mid Suffolk to Norwich substation in Norfolk.

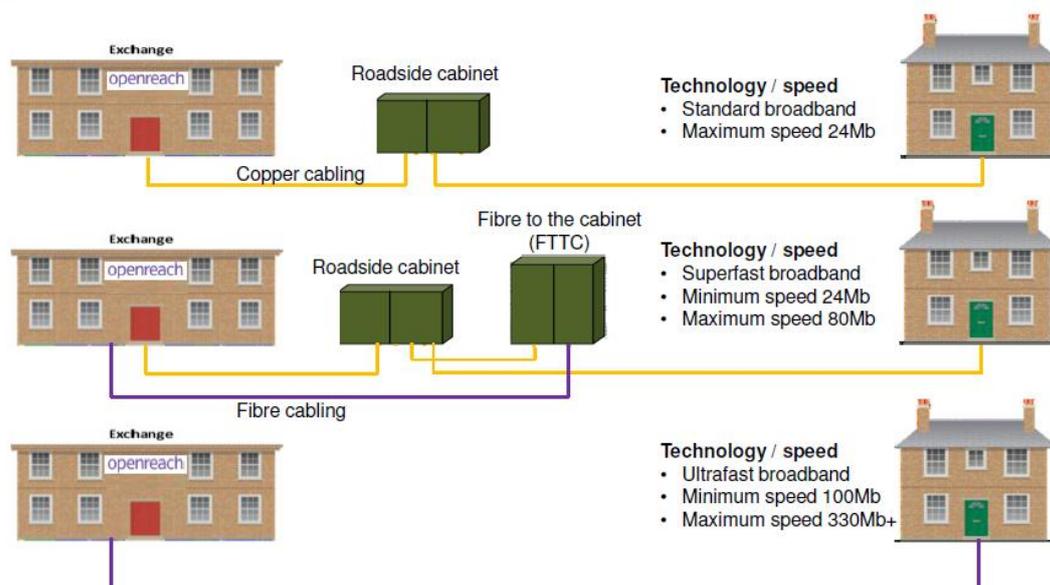
8.2.20. The following substation is also located within the administrative area of Babergh and Mid Suffolk District Council:

Bramford substation – 132kV
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## 9. DIGITAL CONNECTIVITY

- 9.1.1. The Districts are served by the national communications providers, mainly through the BT landline network and to a lesser extent the Virgin cable network. New land lines into new homes and businesses that are located near to existing settlements are able to be added relatively easily on a case by case basis.
- 9.1.2. With regards to the installation of high-speed broadband to new homes and improving the quality of service to home owners this is changing rapidly with new schemes implemented directly from providers and from the *Better Broadband for Suffolk* Programme ([www.betterbroadbandsuffolk.com](http://www.betterbroadbandsuffolk.com)). Supported by the Government's Broadband Delivery UK scheme, and funded by Suffolk County Council, the Department for Digital, Culture, Media and Sport (DCMS), the New Anglia Local Enterprise Partnership (NALEP), Openreach and other local Councils, the programme was established in 2012 with the aim to improve digital connectivity in Suffolk.
- 9.1.3. The provision of fibre optic connection is often referred to as "Fibre-to-the-Home" or "Fibre-to-the-Premises" (FTTH or FTTP). This technology provides end-to-end fibre optic connection the full distance from the exchange to the building and can deliver faster speeds than "Fibre-to-the-Cabinet" (FTTC) as there is no copper leg involved in the network. FTTC is a connectivity technology that is based on a combination of fibre optic cable and copper cable.
- 9.1.4. Since November 2016, Openreach introduced a new lower requirement to provide FTTP to all new residential development of over 30 dwellings. As publicly announced in January 2020, the threshold for this free build offer is now lowered to new sites of just 20 dwellings. Fibre-to-the-Premises is a pure fibre connection, directly from the exchange into homes or businesses. It offers speeds of up to 1Gbps.
- 9.1.5. The free FTTP threshold of 20 or more homes makes it easier for developers to provide Ultrafast broadband as part of their developments.
- 9.1.6. Initially it was free for developments of 250 homes or more, then in May 2016 Openreach reduced the requirement to 100 homes, and from November 2016 it was further reduced to developments of 30 homes plus, and now in 2020 at 20 homes plus.
- 9.1.7. The diagram below shows how Ultrafast broadband can be achieved through the FTTP technology.

**Diagram 3: Standard Broadband vs Superfast (FTTC) vs Ultrafast (FTTP)<sup>9</sup>**



9.1.8. With regards to mobile telephony, the national mobile telephone operators (Vodafone, O2, EE and Three) have coverage in the Districts. The main settlements have good mobile service, but coverage in the more rural areas is less thorough, particularly where landform reduces line-of-sight to base stations. Coverage may be checked at <http://www.ofcom.org.uk/mobile-coverage>

9.1.9. Overall, mobile, land-based and broadband communications are already being improved and funding exists to increase speeds/coverage to existing users. In order to ensure that growth can also be accommodated, further improvements in the network (size/reach) as well as the technology will be required. Funding for this cannot be assessed at this time as the programmes for this are dependent on specific locations and scale of growth.

<sup>9</sup> Source: Openreach, for East Midlands, East of England, Yorkshire and Humber.

## 10. COMMUNITY INFRASTRUCTURE

10.1.1. Community infrastructure helps to create, sustain and energize communities. It ranges from purpose-built community facilities such as libraries, sports and leisure centres, community centres and village halls to allotments, sports pitches and open spaces equipped for recreational use. Together these places support the activities which are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities and promote community wellbeing.

10.1.2. This section of the IDP will focus on libraries, sports and leisure facilities and community buildings, as the provision for allotments and recreational open spaces are dealt with under the Green Infrastructure and Open Space, section 13.

### 10.2. LIBRARIES

10.2.1. Suffolk County Council commissions library services in our area, which are provided by Suffolk Libraries. Libraries are located in Babergh District at Capel St Mary, Glemsford, Great Cornard, Hadleigh, Lavenham, Long Melford, and Sudbury, and in Mid Suffolk District at Debenham, Elmswell, Eye, Needham Market, Stowmarket, Stradbroke, and Thurston. The districts also benefit from a mobile library service.

10.2.2. Additional population will create additional demand for library services. Therefore, where capacity is not present at existing libraries, new development should make a contribution to the improvement and expansion of the existing library network.

10.2.3. The County Council estimates the extent to which the capacity of libraries should increase as a result of population growth, this is done in reference to the NPPF Section 8 Promoting healthy and safe communities. Suffolk County Council require a minimum standard of 30 square metres of new library space per 1,000 populations is required for new residential development. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of  $(30 \times £3,000) = £90,000$  per 1,000 people or £90 per person for library space, the equivalent to £216 per new dwelling. The funding mechanism is expected to continue to be through CIL.

10.2.4. It will be for a 'bid' to CIL to establish whether improvements and enhancements to be made to library facilities can be funded relative to other infrastructure priorities.<sup>10</sup>

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<sup>10</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

10.2.5. The County Council will work with Suffolk Libraries to develop projects to mitigate the impacts of growth. This is not expected to result in the establishment of new libraries. Rather, existing libraries are more likely to be expanded and/or remodelled within their current footprints. The County Council is undergoing a review of the library services and needs in relation to planned growth. The results of this study will be reviewed during the next iteration of the IDP.

### **10.3. LEISURE**

#### **General Context**

10.3.1. The Babergh and Mid Suffolk Joint Councils Leisure, Sport and Physical Activity Strategy 2017-2030, (May 2019) is an overarching strategy adopted by both Councils in 2017, giving the headline direction for provision and the top strategic priorities for leisure, sport and physical activity within Babergh and Mid Suffolk.

10.3.2. The Babergh and Mid Suffolk Joint Councils Leisure Facilities Strategy 2017-2030 (June 2017) is a Specific strategy considering the future facility development options for the Council's main leisure facilities (Hadleigh Pool, Kingfisher Leisure Centre, Mid Suffolk Leisure Centre and Stradbroke Swimming & Fitness Centre). It also considered Debenham Leisure Centre as the Council currently provides annual revenue funding to this facility. The study refers to the projected population growth in the Districts, and identifies gaps in provision and latent demand for facilities. For Babergh, the two main leisure centres of Sudbury and Hadleigh are core leisure facilities that will continue to play a critical role over the next 10 to 15 years. For Mid Suffolk, the two main facilities in Stowmarket and Stradbroke will also continue to play a critical role over the next 10 to 15 years. The strategy identifies that these facilities are vital physical resources that will support the delivery of the joint Councils' new Leisure, Sport and Physical Activity Strategy (2017 to 2030). The strategy recommends that the Council retains these facilities, continues to invest in them and continues to recognise their importance in meeting local need.

10.3.3. The draft Babergh and Mid Suffolk Built Sports Facility Strategy 2015-2031 is the key evidence used to support the Leisure Facilities Strategy (referred to above). The report followed Sport England Methodology for the "Assessment of Needs" and led to key issues and priorities thereafter set out.

10.3.4. This section of the IDP focusses on the main types of strategic sporting and leisure provision (based on minimum size standards as used by Sport England and/or the health and fitness industry) and considers community buildings as places where sport, leisure and recreational activity can also take place, particularly in rural areas:

- Swimming pools (minimum of 20 metres in length and not less than 160 m<sup>2</sup>)

- Leisure centres, including health and fitness facilities (including public and private gyms)
- Sport halls (minimum of 3 courts - badminton courts are used as a general reference point)
- Village halls and community buildings

## Swimming pools

10.3.5. In terms of water space, the draft Babergh and Mid Suffolk Joint Built Sports Facility Strategy 2015 – 2031 identified a significant undersupply of swimming pool water space (equivalent to 2 x 4 lane 25m pools) equivalent to two standard pools, by 2030 in Mid Suffolk (current provision is at Mid Suffolk Leisure Centre and Stradbroke Swimming and Fitness Centre). This is based on a catchment area with drive time of 30 minutes (for rural areas). For Babergh however, water space is assessed as a slight undersupply by 2030 (addressed through the current project to replace Hadleigh swimming pool). The strategy focusses on enhancement of existing facilities to ensure retaining the current provision (King Fisher Leisure Centre, Hadleigh Pool).

10.3.6. There may be opportunities to create additional water space at the existing Mid Suffolk Leisure Centre, which needs to be investigated (potentially by extending the teaching pool provision and/or replacing the current 25 metre x 6 lane pool with a 25 metre by 8 lane pool). There are also possibilities to be explored with neighbouring authorities which could be included within our Duty to Cooperate with Ipswich Borough Council, East Suffolk and West Suffolk, and also with South Norfolk District Council in relation to the Diss pool. This deficit, although identified in the above assessments, will need further investigation and feasibility studies carried out. The position will be reviewed to provide additional information and evidence in preparation for the Joint Local Plan review in five years' time.

## Leisure centres, including health and fitness facilities

10.3.7. Future capital investment projects deriving from the strategies referred to above are identified in the table below, which include the refurbishment and redevelopment of Kingfisher Leisure Centre and the replacement of the swimming pool at Hadleigh Pool and Leisure Centre which are currently being progressed.

**Table 32: Strategic leisure centres and swimming facilities**

Settlement	Leisure / Community Centre	Project description, and evidence source	Indicative Costs	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
Debenham	Debenham Sport & Leisure Centre	<u>Project:</u> To improve in-door health and fitness facilities (£50,000), access and car	£140,000	£47,000 CIL fund approved in September 2020 towards a	Medium, Long Term	Desirable

Settlement	Leisure / Community Centre	Project description, and evidence source	Indicative Costs	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		parking. (Funds for modifications to front car park and additional car parking at rear of building £90,000). <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.		new car park to the rear of the leisure centre.		
<b>Hadleigh</b>	Hadleigh Pool and Leisure Centre	<u>Project:</u> Replacement of swimming pool including single story structure incorporating 25 metre, five lanes, deck level swimming pool, spectator seating, sauna, supporting plant, link corridor from existing changing rooms. Identified strategic project in BDC Leisure Facilities Strategy. <u>Evidence:</u> Addressing identified undersupply of swimming lesson capacity.	£4m	£2,160,000 Capital Investment by B&MSDC, CIL and other funds	Short term – live project	n/a – current project
<b>Stowmarket</b>	Mid Suffolk Leisure Centre	<u>Project:</u> Investment options from the leisure strategy. Improve and expand health and fitness, swimming and outdoor facilities. <u>Evidence:</u> Identified	Circa £2m Project plans at outline stage. Leisure management contract currently under review (to be	£200,000 from OSSI (Open Space and Social Infrastructure) Policy funding.  Invest to Save – B&MSDC providing	Short term – live project	n/a – current project

Settlement	Leisure / Community Centre	Project description, and evidence source	Indicative Costs	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		strategic project in B&MSDC Leisure Facilities Strategy. Addressing identified undersupply of sports hall provision and swimming lesson capacity.	completed by 2020).	capital with repayment by Leisure Operator.		
<b>Stradbroke</b>	Stradbroke Swimming and Fitness Centre	<u>Project:</u> Business case to be developed to consider future of the swimming pool and potential for expansion. <u>Evidence:</u> Identified strategic project in B&MSDC Leisure Facilities Strategy. Addressing identified undersupply of sports hall provision and swimming lesson capacity.	Unknown cost.  Leisure management contract currently under review (to be completed by 2020).	Invest to Save – B&MSDC providing capital with repayment by Leisure Operator.	Short term – live project	n/a – current project
<b>Sudbury</b>	Kingfisher Leisure Centre	<u>Project:</u> Improve and expand swimming, health and fitness facilities including: Refurbishing swimming changing facilities; providing new ground floor health and fitness changing rooms; first floor development of the gym increasing the	£2.5m	£2,356,000 Capital Investment by B&MSDC and £100,000 from CIL funding.	Short term – live project	n/a – current project

Settlement	Leisure / Community Centre	Project description, and evidence source	Indicative Costs	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		capacity from 40 exercise stations to 100 exercise stations; two story extension incorporating ground floor studio/community room and first floor studio. <u>Evidence:</u> Addressing identified undersupply of swimming lesson capacity.				

## Sports Halls

10.3.8. In terms of sport halls, the needs assessed identified that provision is sufficient in Babergh, however insufficient in Mid Suffolk. The current deficit in sports halls in Mid Suffolk is assessed as being the equivalent to 10 badminton courts by 2030.

10.3.9. Currently the Councils' have only committed to future investment of their own strategic sports and leisure facilities (Leisure Facilities Strategy 2017), namely the main multi-purpose leisure facilities in Babergh (Hadleigh Pool and the Kingfisher Leisure Centre in Sudbury) and in Mid Suffolk (Mid Suffolk Leisure Centre in Stowmarket and Stradbroke Swimming and Fitness Centre) but have acknowledged the importance of other facilities, especially secondary school facilities and have committed to a strategic priority to work with other providers. The majority of sports halls and a number of swimming pools across both districts are education based (provided by schools) and often part of multi-purpose centres with varying degrees of community access.

10.3.10. Opportunities may therefore exist at Secondary Schools to provide additional sporting facilities which could benefit pupil growth deriving from the JLP growth and also benefit the communities, subject to long term (up to 25 year) Community Use Agreements (CUAs) being put in place to protect community access.

10.3.11. The below table shows the secondary schools which could be prioritised in relation to the growth of the JLP development sites:

**Table 33: Secondary Schools where additional provision of sporting facilities could benefit the pupils and residents, resulting from growth in the JLP**

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
Claydon	Claydon High School	<p><u>Project:</u> To extend sports and recreation facilities available for community use. Concept stage - considering f/s AGP, increased fitness &amp; access to school facilities. Proposed further development of schools publicly accessible sports and arts facilities.</p> <p><u>Evidence:</u> Strategic level sporting centre with indoor &amp; outdoor sports.</p>	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Desirable
Debenham	Debenham High School	Sporting facilities are independent from the school but shared with the school. Please see Debenham Sport & Leisure Centre in table above.				
East Bergholt	East Bergholt High School	<p><u>Project:</u> To extend sports and recreation facilities available for community use. (Current CIL bid of £45,000) to provide tiered seating in main auditorium), subject to Community Use Agreement</p>	£539,220	Identified funding sources are: £377,220 from Education and Skills Funding Agency (ESFA), £100,000 from School Loan from ESFA, £17,000 from other school funding sources and	Short term live project	n/a – current project

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		being put in place. Abbeycroft Leisure currently manage site outside school hours. Evidence: Strategic level sporting centre with indoor & outdoor sports.		£45,000 from CIL.		
<b>Eye</b>	Hartismere High School	<u>Project:</u> To extend sports and recreation facilities available for community use. (Funds for new sports centre & modifications to existing main auditorium). Subject to CUA being put in place. <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.	£1.1m	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Medium, Long Term	Desirable
<b>Great Cornard</b>	Thomas Gainsborough High School	<u>Project:</u> To extend sports and recreation facilities available for community use. BDC currently provide financial support to seasonal pool operation and gym scheme.	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils,	Unknown	Desirable

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		School currently manages facility direct. <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.		central government funding (Sport England), National Lottery grants, etc.		
<b>Hadleigh</b>	Hadleigh High School	<u>Project:</u> To extend sports and recreation facilities available for community use. <u>Evidence:</u> Strategic level sporting centre complementary to wet & fitness based Hadleigh Pool & Leisure Centre.	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Desirable
<b>Holbrook</b>	Holbrook Academy	<u>Project:</u> To extend sports and recreation facilities available for community use. <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.	£100,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England),	Medium, Long Term	Desirable

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
				National Lottery grants, etc.		
<b>Stowmarket</b>	Stowmarket High School	<p><u>Project:</u> Provision of a Compact Athletics Track with leisure centre agreement for shared use.</p> <p><u>Evidence:</u> Strategic level sporting centre with indoor &amp; outdoor sports.</p>	£150,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Medium, Long Term	Desirable
<b>Stowupland</b>	Stowupland High School	<p><u>Project:</u> To extend sports, arts &amp; cultural and recreational facilities available for community use. (Funds for improved outdoor changing rooms (see AGP's below). Subject to CUA being put in place.</p> <p><u>Evidence:</u> Strategic level sporting centre with indoor &amp; outdoor sports.</p>	£250,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Medium, Long Term	Desirable
<b>Stradbroke</b>	Stradbroke High School	<p><u>Project:</u> To extend sports and &amp; cultural</p>	Unknown	Developer Contributions from	Unknown	Desirable

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		and recreational facilities available for community use. Subject to CUA being put in place. <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.		potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.		
<b>Sudbury</b>	Ormiston Sudbury	<u>Project:</u> To extend sports and recreation facilities available for community use. <u>Evidence:</u> Strategic level sporting centre complementary to wet & fitness-based Kingfisher Leisure Centre.	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Desirable
<b>Thurston</b>	Thurston Community College	<u>Project:</u> To extend sports and recreation facilities available for community use. Opportunity to include increased	£20,000 for Thurston Sixth, Beyton Campus from OSSI (Open Space and Social Infrastructure) Policy	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital	Medium, Long Term	Desirable

Settlement	Secondary School	Project description, and evidence source	Indicative cost	Potential Funding Mechanism	Timescale (Short, Medium, Long Term)	Priority (Critical, Essential, Desirable)
		sports facilities at site subject to planning decision regarding the school expansion. New f/s AGP (School) plus skatepark (Parish). Possible reopening of outdoor pool & facility improvement programme at Beyton Campus (6 <sup>th</sup> form). <u>Evidence:</u> Strategic level sporting centre with indoor & outdoor sports.	funding. (Subject to Subject to Community Use Agreement (CUA) being put in place.)	contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.		

10.3.12. The secondary school projects listed above will contribute towards meeting the current deficit in sports halls in Mid Suffolk, referred to above, and assessed as being the equivalent to 10 badminton courts. However further work is necessary to review and monitor the situation against delivery of the projects. It is therefore proposed that this position will be reviewed to provide additional information and evidence in preparation for the Joint Local Plan review in five years' time.

### Village halls and community buildings

10.3.13. Community facilities projects that are currently being funded or partly funded by CIL or section 106 are listed in the two tables below. Please also refer to the Infrastructure Funding Statements (IFS) for Babergh and Mid Suffolk, which replaces both Councils CIL Position Statements; the latter of which becomes obsolete on the 31st December 2020 or upon the publication of both Council's IFS on the web site which is likely to occur on the 11<sup>th</sup> December 2020.

**Table 34: Community facilities projects funded by CIL (Updated with CIL Expenditure Programme of September 2020)**

**Babergh**

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
<b>Monks Eleigh</b>	VILLAGE HALL - Monks Eleigh - Hearing Loop	B02-18	533	£10,750.00	£10,750.00	Agreed by Cabinet in September 2018. CIL Bid offer letter issued 25/9/18. Offer accepted. Project completed.
<b>East Bergholt</b>	COMMUNITY FACILITY – East Bergholt - Tiered Seating East Bergholt High School	B06-18	638	£45,000.00	£45,000.00	Agreed by Cabinet in March 2019. CIL Bid offer letter issued 13/3/19. Offer accepted. Project Completed
<b>Preston St Mary</b>	VILLAGE HALL – Preston St Mary - Kitchen and Toilet Extension	B07-18	635	£130,091.00		Agreed by Cabinet in March 2019 CIL Bid offer letter Issued 13/3/19 Offer accepted. Further funding being explored to reach the required costs of the project. No works will commence until the full amount of the project is funded. Update 28/07/2020, funding target has been reached. Selection of a contractor is underway and work due to commence in autumn 2020.
<b>Cockfield</b>	VILLAGE HALL - Cockfield kitchen & electric supply	B09-18	529	£9,928.76	£9,928.76	Noted by Cabinet in September 2018. CIL Bid offer letter issued 25/9/19 Offer accepted Work commenced - Phase one of electrical works has begun in the kitchens. Materials & appliances being ordered. Remaining £7,738.64 to be claimed – Project Completed.

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
<b>Lavenham</b>	COMMUNITY FACILITY - Lavenham Community Hub	B12-18	634	£30,000.00	£30,000.00	Agreed by Cabinet in September 2018. CIL Bid offer letter issued 13/3/19. Offer accepted. Project Completed - Building transferred on 20/05/2019
<b>Long Melford</b>	COMMUNITY FACILITY – Long Melford New roof (part-as part of wider programme of Village Hall improvements )	B19-01	474	£6,808.00	£5,778.00	Noted by Cabinet in September 2019 CIL Bid offer letter issued 18/9/19. Offer accepted Works undertaken and project completed and coming under the allocated budget (£1,030 returned to the Local Infrastructure Fund).
<b>Long Melford</b>	COMMUNITY FACILITY – Long Melford Village Hall New Car Park Chemist Lane	B19-02	244	£26,044.16	£21,536.80	Agreed by Cabinet in September 2019 CIL Bid offer letter issued 18/9/19. Offer accepted. Works undertaken and project completed coming in under allocated budget - £4,507.36 returned to Local Infrastructure Fund.
<b>Sudbury</b>	COMMUNITY FACILITY – Sudbury Gainsborough House	B19-04	621	£200,746.00		Agreed by Cabinet in September 2019 CIL Bid offer letter issued 18/9/19. Offer accepted. Update 28/07/2020, Project progressing well, working to a six-week delay on handover due to Covid 19. Handover estimated for end of August 2021. To be reopened late 2021- early 2022.
<b>Monks Eleigh</b>	COMMUNITY FACILITY – Monks Eleigh Village Hall New Car Park	B19-07	632	£28,765.32	£28,765.32	Agreed by Cabinet in September 2019. CIL Bid offer letter issued 18/9/19. Project completed.
<b>Assington</b>	COMMUNITY FACILITY –	B/17-18	416	£26,800.00	£2,913.78	Agreed by Cabinet in September 2019. CIL Bid

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
	Assington befriending scheme - Building to provide permanent toilets on site, disabled ramps storage					offer letter issued 18/9/19. Project underway, first instalment paid over to the scheme. Awaiting further requests for payment.
<b>East Bergholt</b>	VILLAGE HALL - East Bergholt Constable Memorial Hall	B19 - 10	666	£14,333.00		Agreed by Cabinet in March 2020. CIL Bid offer letter issued 19/3/20 Offer accepted.
<b>Lavenham</b>	COMMUNITY FACILITY – Lavenham – Car Park Water Street	B19 - 15	667	£190,000.00		Agreed by Cabinet in March 2020. CIL Bid offer letter issued 17/3/20. Offer accepted. 03/08/2020 Update – Work ongoing in relation to this bid, timescale being affected by Covid 19 restrictions
<b>Chelsworth</b>	COMMUNITY FACILITY – Chelsworth – Community facility All Saints Church	B19 - 06	674	£136,244.00		Agreed by Cabinet in June 2020. CIL Bid offer letter issued 9/6/20. Offer acceptance awaited.
<b>Sudbury</b>	COMMUNITY FACILITY – Sudbury – St Peters	B19 - 14	675	£75,288.00		Agreed by Cabinet in June 2020. CIL Bid offer letter issued 9/6/20. Offer acceptance awaited.
<b>Holbrook</b>	COMMUNITY FACILITY – Holbrook Village Hall	B20-02		£9,900		Agreed by Cabinet in September 2020. Bid offer letter issued. Offer accepted.

## Mid Suffolk

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
Gislingham	COMMUNITY FACILITY Gislingham Silver Band Hall	M01-18	639	£44,568.75		Agreed by Cabinet on 4th March 2019. CIL Bid offer letter dated 13 <sup>th</sup> March 2019. Offer accepted. Project currently stalled as planning permission expired and requires renewal together with issues with the Party Wall with neighbours.
Stowupland	VILLAGE HALL - Stowupland Village Hall Partial Refurbishment and development of the Sports and Social Club facilities	M11-18 and M12-18	543	£13,240.10	£13,240.10	2 Bids noted by Cabinet on 10 <sup>th</sup> September 2018. Delegated decisions taken on 20 <sup>th</sup> August 2018. CIL Bid offer letters dated 25 <sup>th</sup> September 2018. Offer letters accepted. Both projects completed.
Stowupland	COMMUNITY FACILITY– Stowupland Notice Board Trinity Meadow	M19-01	640	£396.26	£396.26	Noted by Cabinet on 28 <sup>th</sup> August 2019. CIL Bid offer letter dated 6 <sup>th</sup> September 2019. CIL Bid Offer made and accepted on the basis that CIL Bid M10-18 is not proceeded with. Notice Board completed and erected. Project now completed.

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
Occold	COMMUNITY FACILITIES – Village Hall Enhancement Extension Occold	M19-07	664	£19,190.00		Agreed by Cabinet on 9th March 2020. CIL Bid offer letter dated 16 <sup>th</sup> March 2020. Offer accepted. Update 30/07/2020 – Anticipated start on the build in September 2020.
Thornham	COMMUNITY FACILITIES – Thornham – Car Park	M19-08	681	£27,000.00		Agreed by Cabinet on 9 <sup>th</sup> March 2020. Legal position resolved and Bid offer letter dated 20 <sup>th</sup> May 2020. Offer accepted.
Eye	COMMUNITY FACILITIES – Eye- Play Facilities	M19-12		£31,605.60		Agreed by Cabinet in September. Offer letter issued. Offer accepted.
Wingfield	COMMUNITY FACILITIES – Wingfield – Conversion of Granary barn to children's nursery	M20-08		£34,000.00		Agreed by Cabinet in September. Offer letter issued. Offer accepted.
Bedfield	COMMUNITY FACILITIES – Bedfield – new play area	B19-13		£4,534.00		Agreed by Cabinet in September. Offer letter issued. Offer accepted.

**Table 35: Community facilities improvements where Section 106 monies are currently allocated to projects**

Settlement	Location	Section 106 allocated to projects
<b>Bacton</b>	Village Hall	£8,448 allocated from s106 to Exacom Project 575 to improve Village Hall facilities (Replacement Windows & general refurbishment) by March 2021 Progress update: project to improve village hall facilities underway.
<b>Badwell Ash</b>	Village hall	£12,798 allocated from s106 to Exacom Project 577 to improve Village Hall facilities by March 2021 Progress update: funding for village hall approved by Grants Team for full amount.
<b>Battisford</b>	Village Hall	£3,572 of Village Hall S106 Ossi funds allocated to Exacom Project 643 Progress update: Project completed.
<b>Coddenham</b>	Village hall	£11,077 & £5,997 allocated from s106 to Exacom Project 585 & 586 to improve sound, vision, storage at community and sports centre by March 2021 Progress update: Project on hold to first improve security measures, then project for sound and vision system, and storage, will resume.
<b>Crowfield</b>	Village hall	£13,293 allocated from S.106 to Exacom Project 587 to improve village hall facilities at village hall by March 2020
<b>Eye</b>	Community Centre centre/play & sports field (Eye Moores Site)	£7,762 allocated from s106 to Exacom Project 584 to improve Community Centre facilities by March 2021 Progress update: Project focussing on play and sports field currently.
<b>Hoxne</b>	Village hall	£8,795 allocated from s106 to Exacom Project 588 to improve Village Hall facilities by March 2021
<b>Mendlesham</b>	Village hall	£7,054 & £4,966 allocated from s106 to Exacom Projects 590 & 591 to improve internal & external community centre facilities by March 2021
<b>Old Newton</b>	Village Hall	£4,506 allocated from s106 to Exacom Project 576 to improve Village Hall facilities by March 2021. Includes Gipping funds Progress update: Grants Team and Public Realm working with community on playground project.
<b>Onehouse</b>	Village hall	£3,034 allocated from s106 to Exacom Project 595 to improve Village Hall facilities by March 2021 Progress update: Grants Team in communication with Parish on project proposals.
<b>Thorndon</b>	Village Hall	£12,305 s106 allocated to Exacom Project 525 for improvements to village hall
<b>Thornham Magna</b>	Village Hall	£953 s106 allocated to Exacom Project 527 for improvements to village hall Progress update: Project initiated through initial Energy Efficiency Survey, carried out in Feb 2020 by Environmental Management Officer, this will guide the overall improvement project.

**Table 36: Other new community facilities projects**

Settlement	Project	Funding mechanism
<b>Capel St Mary</b>	Capel Community, Social and Sports Hub, with 3G football pitch and multi-use games area	Funding TBC DC/19/01309 – Granted 06/04/2020 (Demolition of existing Sports Pavilion and the erection of Capel Community, Social and Sports Hub and 3G football pitch and MUGA, with associated car parking, soft landscaping.)
<b>Haughley</b>	Provision of a junior football pitch	Funding TBC DC/19/05958 – Granted 29/04/2020 (Submission of details under Outline Planning Permission DC/17/04113 - Appearance, Landscaping, Layout and Scale for the erection of 98 dwellings (including 34 affordable homes), provision of a junior football pitch, areas of public open space and off site highway improvements.)
<b>Needham Market</b>	New Scout hut	Funding through s106 3153/14 – Currently under construction - Granted 14/12/2015 (Construction of 266 residential dwellings (including market and affordable homes), garages, parking, vehicular accesses (with B1113), estate roads, public open space, play areas, landscaping, ground remodelling works, drainage and other infrastructure works following demolition of existing buildings.
<b>Sudbury (Chilton Woods development)</b>	New Village hall	£1,326,000 s106 contribution for Community Facility Contribution. Planning permission B/15/01718.
<b>Stowmarket</b>	Regal Theatre	August 2020 update: £3.6m for significant improvement works as part of a wider vision for Stowmarket

10.3.14. However, there are approx. 200 community/village facilities across both Districts that are subject to review by local providers (usually Parish Council's, Village hall committees or similar). As many of these are ageing and/or not purpose built for sports, leisure and recreational use, their future modification and/or replacement needs to be taken into account as local projects emerge.

## 11. FLOODING

- 11.1.1. Babergh and Mid Suffolk are at low risks of flooding. Areas where localised flooding is an issue in Babergh includes Sudbury with the River Stour and its tributaries, Ipswich Fringe area and Sproughton with the River Gipping and its tributaries. In Mid Suffolk, the River Gipping and its tributaries periodically creates localised flooding in parts of Stowmarket and Needham Market. Eye can be affected by the River Dove, and Debenham by the River Deben and its tributaries.
- 11.1.2. The proposed sites of the Joint Local Plan have been assessed in relation to flooding constraints. None of the sites are located within high flood risks zones. Where flooding is an issue, mitigation measures will be assessed and required through the planning application process, such as Sustainable Drainage Systems (SuDs) to provide water quality, amenity and ecological benefits in additions to the flood risk management benefits.
- 11.1.3. As part of the evidence base documents prepared to support the Joint Local Plan, a Strategic Flood Risk Assessment (SFRA) and a Water Cycle Study (WCS) were commissioned (spring/summer 2020) by the District Councils. These studies inform the land use allocations and planning policies of the Joint Local Plan. The SFRA provide information on any potential sources of flooding to be considered for Babergh and Mid Suffolk.

## **12. WASTE**

12.1.1. Babergh and Mid Suffolk District Councils are responsible for the collection of municipal waste. Suffolk County Council is responsible for the disposal of municipal waste. For the purpose of this IDP, “waste infrastructure” is principally focussing on the provision of household waste sites provided by the County Council.

### **12.2. THE WIDER CONTEXT**

12.2.1. Local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government’s ambition to work towards a more sustainable and efficient approach to resource use and management.

12.2.2. Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.

12.2.3. Within the context of this policy, SCC requests that waste bins and garden composting bins should be provided before occupation of each dwelling and this will be secured by way of a planning condition. SCC also encourages the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

### **12.3. THE LOCAL CONTEXT FOR RESIDENTS OF BABERGH AND MID SUFFOLK**

12.3.1. The majority of municipal household waste is now treated through the Suffolk Energy from Waste Facility in Great Blakenham or through a Materials Recycling Facility. A network of localised delivery points or Waste Transfer Stations is provided by SCC to ensure the cost-effective movement of waste from where it is collected by the Waste Collection Authorities, such as Babergh and Mid Suffolk District Councils, from households and businesses across the county to the treatment and recycling facilities.

## 12.4. HOUSEHOLD WASTE RECYCLING CENTRES

12.4.1. Suffolk County Council provides a network of 11 Household Waste Recycling Centres (HWRC) which serve the total population of Suffolk.

12.4.2. Priorities have been established where development is considered necessary across the county. The priorities relevant to Babergh and Mid Suffolk are summarised in the table below.

**Table 37: Household Waste Recycling Centres – Priorities for additional provision**

Household Waste Recycling Centre	Issues and Priorities Identified	Approximate number of households within the catchment area of the HWRC
<b>Ipswich Portman's Walk HWRC</b>	This facility is currently operating over capacity, therefore development around Ipswich will have a significant impact. This is a priority site and work is underway to identify a new site for a larger, improved facility. Project commenced to look at possible locations. Likely cost of new development circa £4m.	Catchment area includes 40,899 households currently.
<b>Stowmarket HWRC</b>	Current and future development plans within the Stowmarket area have rendered this facility over capacity. The County Council is currently considering options to enable a relocation of this facility. Discussions are also taking place between the County Council and Babergh and Mid Suffolk District Councils. Likely cost of new development circa £4m.	Catchment area includes 30,588 households currently.
<b>Sudbury HWRC</b>	This facility is at full capacity and access difficulties to the site are a cause for concern to the local residents. The Chilton Woods development proposal includes a site for the provision of a new HWRC for the Sudbury area. Likely cost of new development circa £3m-£4m depending on land cost.	Catchment area includes 20,278 households currently.

12.4.3. The average cost for a new HWRC is £3.25M. The proportionate contribution expected to be funded through the District Councils' CIL, as the current position to date of July 2020, is currently £110 per dwelling. However, recent experiences of developing recycling centres show that the new average cost for a new HWRC is approximately £4M which would mean a household contribution of £136. The County Council is in the process of reviewing the developer contributions guidance and it is likely that the new cost of £136 per dwelling will then be used, subject to confirmation by the County Council.

12.4.4. When developing a new Household Waste Recycling Centre, the County Council will aim to provide a facility that meets the following criteria:

- Ideally a regular shape – square/rectangle.

- b. Split level containerised facility to eliminate need for public to access containers via steps.
- c. Provision of reuse containers or reuse facility.
- d. Good access to minimise potential for queuing off site and good road links with main roads for LGV traffic.
- e. Adequate parking provision for site staff and provision of welfare facilities.
- f. Adequate parking provision for public adjacent to containers.
- g. One way traffic management system for public with separate entrance and exit if possible.
- h. Operational (LGV) and public vehicle movements to be kept separate – facilitated by site being split level. LGV on lower tier and public on upper tier.
- i. Compliance with environmental regulations.
- j. Preferably existing connections to existing services.

12.4.5. As for other infrastructure to be funded through CIL, it will be for a ‘bid’ to CIL to establish whether improvements and enhancements can be funded relative to other infrastructure priorities.<sup>11</sup>

12.4.6. As referred above, the current cost multiplier used to calculate the developer contributions is £110 per dwelling. This developer contribution is a proportionate ask per dwelling, which would be funded through CIL. The developer contribution will only partially fund the total cost of providing new HWRC facilities, and therefore other funding available includes:

- SCC Capital Budget
- Capital asset from existing facilities
- SCC borrowings

12.4.7. The table below shows the catchment areas within the Babergh and Mid Suffolk Districts boundary for each of the three Household Waste Recycling Centre projects above mentioned, where developer contributions, through CIL, would be expected to arise from development.

**Table 38: Catchment areas within the Babergh and Mid Suffolk Districts boundary which would be expected to make CIL contributions towards Household Waste Recycling Centres priority projects:**

Household Waste Recycling Centre	Settlements	
<b>Ipswich Portman’s Walk HWRC</b>	Akenham Belstead Bramford Chelmondiston	Pinewood Shotley Sproughton Wherstead Whitton

<sup>11</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

	Copdock and Washbrook Freston	Woolverstone
<b>Stowmarket HWRC</b>	Ashbocking Ashfield cum Thorpe Aspall Athelington Bacton Badley Barham Barking Battisford Baylham Bedfield Bedingfield Botesdale Braiseworth Brome and Oakley Burgate Buxhall Claydon Coddenham Combs Cotton Creting St. Mary Creting St. Peter or West Creting Crowfield Debenham Denham (Mid Suffolk) Eye Finningham Framsden Gipping Gislingham Gosbeck Great Blakenham Great Finborough Harleston Haughley Helmingham Hemingstone Henley Hitcham Horham Hoxne	Kenton Little Blakenham Little Finborough Mellis Mendlesham Mickfield Monk Soham Needham Market Occold Old Newton with Dagworth Onehouse Palgrave Pettaugh Redlingfield Rickinghall Superior Ringshall Rishangles Shelland Southolt Stoke Ash Stonham Aspal Stonham Earl Stonham Parva Stowmarket Stowupland Stuston Thorndon Thornham Magna Thornham Parva Thrandeston Thwaite Wattisham Westhorpe Wetherden Wetheringsett-cum-Brockford Wickham Skeith Winston Worlingworth Wortham Wyverstone Yaxley
<b>Sudbury HWRC</b>	Acton Alpheton	Lavenham Leavenheath

	Assington Boxted Brettenham Bures St. Mary Chilton Glemsford Great Cornard Great Waldingfield Hartest Kettlebaston	Little Cornard Long Melford Nayland-with-Wissington Newton Preston St. Mary Shimpling Somerton Stanstead Sudbury Thorpe Morieux
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## 12.5. WASTE COLLECTION BY BABERGH AND MID SUFFOLK DISTRICT COUNCILS

12.5.1. In terms of the collection of household and business waste provided by Babergh and Mid Suffolk District Councils (as Waste Collection Authorities), there are currently two projects identified, in Table 39 below. Two CIL Bids have been submitted for these infrastructure projects and they are likely to be determined in December 2020.

**Table 39: Waste collection – Priorities for additional provision**

Household Waste Recycling Centre	Issues and Priorities Identified	Funding Mechanism
<b>Stowmarket Depot</b>	Fuel tank for Waste Fleet HVO Biodiesel, above ground storage tank. Estimated cost of £50,000.	CIL
<b>Chilton Depot</b>	Fuel tank for Waste Fleet HVO Biodiesel, above ground storage tank. Estimated cost of £50,000.	CIL

## 13. GREEN INFRASTRUCTURE AND OPEN SPACE

- 13.1.1. The Babergh and Mid Suffolk Open Space Assessment – May 2019 (by Ethos) examines existing and projected needs for open space, play, sport and recreation provision, using a variety of data sources, together with independent investigation and Town and Parish Council survey. The scope of the assessment covers open space, including amenity and natural space, parks and recreation grounds, play space and allotments.
- 13.1.2. The previous version of the IDP (July 2019) did not include Cemeteries, this potentially may need to be revised, however, this section used the Babergh and Mid Suffolk Open Space Assessment – May 2019 (by Ethos) which provides standards for the assessment of needs in relation to open space, including amenity and natural space, parks and recreation grounds, play space and allotments. The Open Space Assessment does not provide standards for Churchyards and Cemeteries, evidence of need may require investigation in the future to cover this matter.
- 13.1.3. The aims of the study are to provide a robust assessment of needs and provision of open spaces in order to establish local provision standards and create an up-to-date evidence base which can be used to inform the new Joint Local Plan. The standards will be used to assess proposals for open spaces during the Joint Local Plan period, recognising the need for improving the quality of existing open spaces in addition to requiring new provision. The assessment also aims to help to inform decisions on the distribution of the Community Infrastructure Levy, including Neighbourhood CIL, and prioritisation of mitigation measures within the production of this IDP.
- 13.1.4. Another relevant document in the context of this IDP is the draft Babergh and Mid Suffolk Playing Pitch Strategy (December 2015) which provides key evidence used to support the future demand for outdoor sports pitches and courts requirements. The report has followed Sport England Methodology for “Assessment of Needs” and its audit evidence base and general recommendations were accepted.
- 13.1.5. In relation to playing pitches, changes in technology need to also be considered in relation to the advantages that Artificial Grass Pitches (AGP) can provide, as the four most popular outdoor team sports (football, rugby, cricket and field hockey) are steadily moving to AGPs, due to advantages in maximisation of pitch usage and low maintenance costs. However, although providing for playing pitches, prioritisation should be given to AGPs (minimum standard of 45 metres by 75 metres), this remains a local decision and is subject to the current strategy and views of the relevant sport’s National Governing Body (NGB), who are usually the main source of support funding for such projects.
- 13.1.6. In the context of this IDP, the Open Space Assessment is used to assess the Green Infrastructure and Open Space needs relating to the proposed growth of the Joint Local Plan.

13.1.7. Table 38 below shows the parishes where development sites are proposed for allocation in the Joint Local Plan against the current assessment of supply used in the Open Space Assessment of May 2019, i.e. in terms of allotments, amenity green space, parks and recreation grounds, play areas for children and play areas for youth.

13.1.8. Please note that the access standards (table 40 below) described in the Open Space Assessment are used in relation to the table 41. In practice, the access standard should be considered first, as for many of the very rural parishes, there is not a requirement for open space against the access standard. Therefore, although the figures in table 41 may be showing a shortfall in provision, there may not be a requirement for a certain typology of open space, for example an allotment would not be required for a parish with a population of less than 1000, and therefore the cell would be highlighted grey. Alternatively, a parish may meet the access standard for allotments (i.e. there would be at least one allotment within a parish with over 1000 people), however, the supply figure may indicate a shortfall in provision against the quantity standard, this may indicate that the existing provision needs expanding and could be explored through further consultation.

**Table 40: Summary of open space standards<sup>12</sup>**

Key used for table 38:

Cell highlighted green	Parish meets the access standards
Cell highlighted orange	Parish fails to meet the access standards
Cell highlighted grey	Provision not required against the access standards

Typology	Quantity standards (ha/1000 population) for analysing existing provision	Quantity standards (ha/1000 population): requirements from new development	Access standard
Allotments	0.3	0.3	All Parishes with a population greater than 1000 people to have an allotment
Amenity Green Space	1.0	See standard for Natural Green Space	600 metres or 12-13 minutes' walk time to be met by amenity greenspace of at least 0.15 ha in size or by a park and recreation ground for parishes with over 200 people
Park and Recreation Grounds	1.0	1.0	All Parishes with a population greater than 1000 people to have a park and recreation ground. 600 metres (12-13 minutes' walk time) when considered with amenity green space
Play Space (Children)	0.06	0.06	Parishes with a population of 200 – 1000 people to have a play space; Parishes with a population over 1000 people to have a play space within 600 metres (12-13 minutes' straight-line walk time)

<sup>12</sup> Source: Babergh and Mid Suffolk Open Space Assessment – May 2019 (by Ethos)

Typology	Quantity standards (ha/1000 population) for analysing existing provision	Quantity standards (ha/1000 population): requirements from new development	Access standard
Play Space (Youth)	0.04	0.04	Parishes with a population over 1000 people to have a youth play space; Parishes with a population greater than 4000 people to have a youth space within 960 metres (20 minutes' straight-line walk time)
Natural Green Space	Accessible Natural Greenspace Standard (ANGSt, from Natural England)	1.0 to include natural and amenity green space	Accessible Natural Greenspace Standard (ANGSt, from Natural England)
<b>Total for new provision</b>		<b>2.40 ha/1000</b>	

13.1.9. Where a cell is highlighted grey, this means that due to the population size of the parish there is not a requirement for that particular typology of open space (in accordance with the access standards). Therefore, the supply figure is not relevant. Where a cell is highlighted green, this means the parish meets the access standard for that particular open space typology, and the supply figure then shows whether or not there is sufficient supply (or not) of the open space typology against the quantity standards. Where a cell is highlighted orange, it means the parish does not meet the access standard for the particular typology, and the supply figure then shows whether or not the quantity standard is met.

13.1.10. For example, there is insufficient youth provision across the majority of Parishes – however the majority of these Parishes also fall below the required population size for provision (those cells highlighted grey), and therefore new provision would not be required – and it is not failing against the access standard.

13.1.11. It should be noted that the provision of sports pitches should be able to be accommodated within the standards (for parks and recreation in particular), although this does not take account of pitches provided specifically for individual clubs, nor on educational sites, as in both cases such provision is controlled and therefore not deemed to be open space that is publicly accessible.

**Table 41: Supply identified in Open Space Assessment (May 2019)<sup>13</sup>  
(Supply by parish (hectares) against the Babergh and Mid Suffolk quantity standards)**

<sup>13</sup> Source: Babergh and Mid Suffolk Open Space Assessment – May 2019 (by Ethos)

Settlements where preferred sites are located	Estimated number of new dwellings from potential JLP site allocations within the settlement (May 2020)	Existing Population	Allotments	Amenity Green Space	Park and Recreation Grounds (Combined) Including Outdoor Sport (Fixed)	Play (Children)	Play (Youth)
Acton	100	1811	-0.54	-0.71	-0.43	-0.06	-0.07
Bacton	267	1228	0.47	0.80	1.97	-0.04	-0.05
Barham	615	1504	-0.45	-1.15	-1.5	-0.09	-0.06
Bildeston	75	1054	-0.32	-0.69	1.64	0.01	0.01
Botesdale & Rickinghall	251	2073	0.02	-2.08	-1.53	-0.06	-0.06
Bramford	304	2303	-0.41	-1.82	-1.91	-0.03	0.06
Brantham	70	2566	-0.77	-1.39	0.96	0.09	-0.08
Bures	5	918	0.39	-0.92	2.89	0.05	-0.03
Capel St. Mary	650	2847	-0.85	-2.85	0.58	-0.05	0.15
Claydon	75	2197	-0.66	-1.63	0.09	-0.05	-0.08
Copdock & Washbrook	238	1114	0.72	-1.11	0.63	0.01	-0.04
Debenham	245	2210	0.32	0.72	-1.61	-0.04	-0.08
Elmswell	354	3950	-0.17	0.83	3.04	-0.2	-0.11
Eye	372	2154	-0.19	-2.15	-1.31	0.21	-0.04
Great Blakenham	8	1235	-0.37	0.54	0.13	0.01	-0.05
Hadleigh	646	8253	1.38	3.01	-2.16	0.02	-0.12
Haughley	192	1638	-0.2	-1.64	0.57	0.06	-0.03
Holbrook	7	2180	-0.65	-2.18	-0.11	-0.05	-0.07
Lavenham	20	1722	-0.52	1.65	1.41	0.16	-0.06
Long Melford	150	3518	-0.22	1.6	-2.74	-0.07	-0.13
Mendlesham	75	1407	0.45	0.22	-1.41	0.04	0.05
Needham Market	201	4528	-0.78	-3.45	-1.8	-0.06	-0.14
Shotley	50	2342	1.85	-0.5	-1.53	-0.1	-0.03
Sproughton	1400	1376	0.83	0.38	0.13	0.01	-0.05
Stonham Aspal	35	601	-0.18	-0.32	3.15	0	-0.02
Stowmarket	1768	19280	-5.35	-15.61	2.35	-0.53	-0.6
Stowupland	461	1988	0.2	-1.99	3.23	0.02	-0.03
Stradbroke	215	1408	-0.42	-1.41	1.29	0.05	-0.06
Sudbury & Great Cornard	684	21971	-4.7	-12.31	-15.76	-0.35	-0.7
Thurston	1000	3232	-0.24	-2.18	1.75	-0.11	-0.12
Woolpit	700	1995	-0.6	-0.46	2.11	-0.02	-0.08

13.1.12. The above figures highlight where there are shortfalls in supply and therefore where new provision should be sought in light of the proposed growth of the Joint Local Plan.

13.1.13. In particular, there are significant deficits in supply against the access standards are seen in Barham, as well as in Sudbury and Great Cornard. Stowmarket shows a significant deficit in Amenity Green Space.

13.1.14. Table 41 therefore also provides opportunities to meet shortfalls in supply, however as for other infrastructure needs that may be wholly or partly funded by Community Infrastructure Levy funds, it will be for a 'bid' to CIL to establish whether improvements and enhancements to be made can be funded relative to other infrastructure priorities.<sup>14</sup>

13.1.15. Costings for the provision of open space are calculated using the standards advised in the open space study.

**Table 42: Costs for providing open space (Cost of provision as of 2017)<sup>15</sup>**

Typology	Standard (m <sup>2</sup> ) per person	Cost of provision	
		Cost / m <sup>2</sup>	Contribution per person
Allotments	3	£22.34	£67.02
Parks and Recreation grounds	12	£92.94	£1115.28
Play Space (Children)	0.7	£168.76	£118.13
Play Space (Youth)	0.4	£168.76	£67.50
Amenity/Natural green space	10	£20.24	£202.40
<b>Total</b>	<b>26.1</b>		<b>£1570.33</b>

13.1.16. This shows that it costs £1,570.33 per person to provide new open space to meet the Babergh and Mid Suffolk standard for open space. These calculations are to be used to calculate indicative costs of infrastructure projects.

13.1.17. Green infrastructure and open space projects that are currently being funded or partly funded by CIL or Section 106 are listed in the two tables below. Please also refer to the respective Infrastructure Funding Statements for Babergh and Mid Suffolk, which replaces both Councils CIL Position Statements; the latter of which becomes obsolete on the 31st December 2020.

<sup>14</sup> Subject to provision of section 2.3 on Delivery of infrastructure and funding.

<sup>15</sup> Source: Babergh and Mid Suffolk Open Space Assessment – May 2019 (by Ethos)

**Table 43: Open Space projects funded by CIL (Updated with CIL Expenditure Programme of September 2020)**

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
<b>Cockfield</b>	OPEN SPACE – Cockfield Mackenzie Community Open Space Project	B03-18	228	£27,843.51		Agreed by Cabinet in September 2018. CIL Bid offer letter issued 25/9/18. Offer accepted. Commenced Land exchange and completed on the 19/6/19. Exchange documentation to be sent to the Infrastructure Team. Awaiting claim for part of the bid. Issues with access to site to complete the project. Will reapply if expiry date is reached before the project is complete.
<b>Cockfield</b>	OPEN SPACE – Cockfield Glebe Community Open Space Project	B04-18	539	£21,160.94	£20,356.02	Agreed by Cabinet in September 2018. CIL Bid offer letter issued 25/9/18. Offer accepted. Glebe land purchased from Diocese on 19/6/19. Land Registry documentation will be sent to the Infrastructure Team. Project complete and under the allocated budget (Underspend of £804.92 returned to Local Infrastructure Fund).
<b>Cockfield</b>	OPEN SPACE - Cockfield Culvert Open Space Project	B14-18	603	£3,340.00		Noted by Cabinet in March 2019. CIL Bid offer letter issued 13/3/19. Offer accepted Started – Offered £3,340 (as per CIL Bid application). Land exchange completed on 19/6/19. Exchange documentation outstanding. Update 28/07/2020, project at 50% completion, hopefully this will be

Settlement	Project	CIL Bid Ref	Project Ref (Exacom)	Amount of CIL Funding Allocated	Project Spend	Progress
						completed by December 2020.
<b>Cockfield</b>	OPEN SPACE – Cockfield Great Green	B19 - 16	665	£25,000.00		Agreed by Cabinet in March 2020. CIL Bid offer letter issued 16/3/20. Offer accepted. Update 28/07/2020, Due to Covid 19 work has not yet commenced. Hopefully work will start on site Sept/Oct with completion by December.
<b>Newton</b>	OPEN SPACE AND RECREATION FACILITY - Newton – Play equipment	B19 - 05	673	£87,891.90		Agreed by Cabinet in June 2020. CIL Bid offer letter issued 9/6/20. Offer acceptance awaited.

**Table 44: Green infrastructure and open space improvements where Section 106 monies are currently allocated to projects**

Settlement	Location	Section 106 allocated to projects
<b>Acton</b>	Playing field facilities	£3,158 s106 allocated to Exacom Project 189 to improve playing field facilities by March 2021
<b>Badwell Ash</b>	Village Hall Recreation Ground	£19,559 allocated from Pre SDP to Exacom Project 578 to provide new play equip. by June 2020.
<b>Barham</b>	Play area in Claydon & Barham Recreation ground	£9,995 allocated from PRE SPD obligation 282/04 to Exacom Project 617 to improve play area in Claydon & Barham recreation ground by March 2021
<b>Boxford</b>	Playing Field/Community Council - Pavilion	£12,785 s106 allocated to Exacom Project 622 to improve playing field car parking facilities by March 2021
<b>Brantham</b>	Parish Council - Potential skatepark/ Lower Field play	£13,801 s106 allocated to Exacom Project 623 to improve lower playing field facilities by March 2021
<b>Burstall</b>	Playing Field	£11,773 s106 allocated to Exacom Project 624 to improve playing field car parking facilities by March 2021 CHECK WRONG
<b>Capel St Mary</b>	Community Trust Football, pavilion Playing Field	£55,624 s106 allocated to Exacom Project 523 to improve sports provision by March 2023
<b>East Bergholt</b>	Gandish Road Playing Field	£4,926 s106 allocated to Exacom Project 625 to improve sports provision by March 2021

Settlement	Location	Section 106 allocated to projects
<b>Gislingham</b>	Sport & Play at Charity Meadow	£85,000 allocated to Exacom Project 528 from Chapel Farm pre spd by 6/7/2025
<b>Glemsford</b>	Parish Council Sports Ground	£51,783 s106 allocated to Exacom Project 512 to improve play/sport provision at sports ground by March 2023.
<b>Great Cornard</b>	Parish Council play equipment in South Ward	£16,950 s106 allocated to Exacom Project 384 to improve play provision in south ward by March 2021
<b>Great Cornard</b>	Parish Council play equipment at Recreation Ground, Stevenson Way	£50,787 s106 allocated to Exacom Project 433 to improve play provision by March 2021
<b>Great Cornard</b>	Parish Council Outdoor recreation projects in South Ward	£20,000 s106 allocated to Exacom Project 626 to improve swimming and outdoors provision in south ward by March 2021
<b>Hadleigh</b>	BDC Town Play Area Layham Road	£7,209s106 allocated to Exacom Project 628 to improve outdoor sports by March 2020
<b>Hadleigh</b>	Hadleigh Skatepark in Calais Street	£6,051 s106 allocated to Exacom Project 627 to extend skatepark by March 2021
<b>Holbrook</b>	Peninsular/Holbrook Sports Centre	£10,120 s106 allocated to Exacom Project 629 to resurface tennis/netball courts (Astro Turf Refurbishment) by March 2021
<b>Holbrook</b>	Reades Field	£8,347 s106 allocated to Exacom Project 630 to improve outdoor sports provision at Reades field by March 2021
<b>Laxfield</b>	Sports ground/pavilion	£42,516 allocated from s106 to Exacom Project 618 to improve the sportsground pavilion and site works by March 2021
<b>Leavenheath</b>	Parish Council Play equipment	£15,331 allocated from s106 to Exacom Project 574 to improve Village Green play area by March 2021
<b>Long Melford</b>	Football Club	£50,000 allocated from s106 to Exacom Project 555 to support clubhouse rebuild
<b>Long Melford</b>	BDC Play provision at Cordell Place Park	£12,871 allocated from s106 to Project 235 to Improves Cordell Place Play by March 2021
<b>Mendlesham</b>	Playing Field	s106 obligation to refurbish outdoor sport and playing field provision allocated to Exacom Project 530 £150,000 (approx.) towards MUGA & Wheeled Sports Park
<b>Needham Market</b>	Village hall	£6,827 & £4,119 allocated from s106 to Project 589/592/ to improve electrics/car park/ at NM Community centre by March 2020
<b>Needham Market</b>	Sports Courts	£8,517 & £2,996 allocated from s106 to Exacom Projects 593 & 594 to additional car park & access gates at NM Community centre by March 2020
<b>Needham Market</b>	Sports Courts	£108k allocated from Lake Park pre spd to Exacom Project 524 to redevelop sports courts by March 2020
<b>Shotley</b>	Parish Council play area in Lloyd Road	£12,619 allocated from s106 to Exacom Project 571 to Improve Lloyd Road play area by March 2021

Settlement	Location	Section 106 allocated to projects
<b>Shotley</b>	Parish Council play area in Kingsland	£12,496 allocated from s106 to Exacom Project 572 to Improve Kingsland play area by March 2022
<b>Sproughton</b>	Parish Council play area	£23,867 allocated from s106 to Exacom Project 573 to Improve village playing field by March 2022 - check correct entry
<b>Stowmarket</b>	Pykes meadow	£63,214 allocated from 2 pre spds to Exacom Project 619 to contribute to enhancement project at Pykes meadow by March 2021. More funds will be required. Phase 2 housing.
<b>Sudbury</b>	Sudbury Town Council - The Crofts area – boating pond and picnic area/park	£14,538 s106 allocated to Exacom Project 570 to improve the open space including boating pond by March 2020
<b>Sudbury</b>	BDC Belle Vue Park	£77,455 s106 allocated to Exacom Project 204 with £15,293 remaining to finish the skatepark and MUGA project/play/benches etc and improve the open space including boating pond by March 2020
<b>Sudbury</b>	Pinewood Rise Play Area	£10,621 s106 allocated to Exacom Project 631 to improve play provision in South Ward - Pinewood Rise by March 2021.

### Recreational disturbance Avoidance Mitigation Strategy (RAMS)

13.1.18. In terms of mitigation to support development and avoid impacts on internationally important designated wildlife sites, Babergh and Mid Suffolk District Councils, together with Ipswich Borough Council and East Suffolk Council have introduced a collaborative approach in 2018 under the Recreational disturbance Avoidance Mitigation Strategy (RAMS). The strategy identifies and cost measures necessary to mitigate recreational impacts and confirm how they will be funded and delivered over the lifetime of the Local Plans. The monies collected via the RAMS tariff are then allocated to projects (as set out in the strategy) within the European Sites to reduce the impact on development and consequent increase in recreational pressures. The collection of the RAMS tariff is part of the planning application process, and although it needs to be understood as an additional developer contribution in terms of viability of sites, the detail of the projects deriving from the RAMS tariff collection are part of the strategy there above mentioned. Babergh and Mid Suffolk are located within Zone A of the RAMS, for which the current rate is £121.89 per dwelling.

## 14. GENERAL AVIATION AIRFIELDS

14.1.1. In line with the NPPF Paragraph 104, the District Councils recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time. The economic value of airfields, in serving business, leisure, training and emergency service needs, are also recognised.

14.1.2. Current airfields located within Babergh and Mid Suffolk are listed below. These are generally small airfields for light aircrafts: -

- Crowfield Airfield (General Aviation)
- Elmsett Airfield (General Aviation)
- Elmswell Airfield (Former Great Ashfield WW2 Airfield)
- Hinderclay Airfield (General Aviation)
- Horham Airfield
- Hoxne – Town Farm Airfield
- Long Melford - Cuckoo Tye Farm Airfield
- Mendlesham Airfield (Microlights)
- Nayland Airfield (General Aviation)
- Rattlesden Airfield (Gliding club)
- Wattisham Airfield (RAF)

## 15. CONCLUSION AND NEXT STEPS

- 15.1.1. This IDP indicates that there is a significant number of infrastructure asks which development funding will be expected to contribute towards.
- 15.1.2. Appendix A provides a summary of the infrastructure needs, funding sources and timescales for delivery per settlement.
- 15.1.3. Particular infrastructure needs which will be prioritised within the timeframe of the Joint Local Plan, are those which are assessed to be 'critical' or 'essential' for the delivery of the planned growth, include:
- a primary school expansion program and delivery of new primary schools;
  - a secondary school expansion program;
  - new setting and expansions for early years education;
  - expansion of 6<sup>th</sup> Form education provision;
  - contributions towards the creation of additional capacity for health care practices;
  - contributions towards police facilities needs arising from the planned growth;
  - a program of junction improvements along the A12 and A14, as well as improvements to junctions along other strategic roads such as the A1071, B1113, B1067, A140, A1120, and A1071/A134;
  - mitigation and improvements of the Thurston Rail Station passenger level crossing;
  - mitigation of cumulative growth within the Ipswich Strategic Planning Area (ISPA) and contributions toward the ISPA Transport Mitigation Strategy, for the funding of a package of mitigation measures to address the impact of development within our Districts on Ipswich Town Centre and Ipswich Northern Ring Road (A1214);
  - mitigation of cumulative growth within the area of Mid Suffolk, West Suffolk, A14 corridor;
  - contributions towards new provision of household waste recycling centres (Ipswich, Stowmarket and Sudbury).
- 15.1.4. Other significant infrastructure requirements which may need to be considered during the review of the Joint Local Plan, in five years' time, will be whether provision is necessary for a new secondary school.
- 15.1.5. In terms of community infrastructure, there will also be the need for further investigation and collaborative work with neighbouring authorities to address the assessed need for additional swimming / water space provision.
- 15.1.6. This document also provides a long list of desirable infrastructure which may need to be considered alongside other funding streams such as Neighbourhood CIL and other funding sources.
- 15.1.7. Funding gaps identified will also need to be addressed through the ongoing collaborative work with infrastructure providers, such as through the

Statements of Common Ground, to identify which likely funding sources can be identified to close the funding gaps, such as RIS3 monies, New Anglia Local Enterprise Partnership (LEP) funding, and Housing Infrastructure Fund (HIF).

15.1.8. Work will therefore continue with infrastructure providers, neighbouring authorities and statutory bodies to regularly review this IDP together with the publication of a further iteration of this document in preparation for the Joint Local Plan submission.

15.1.9. With regards to the impact of COVID-19, it is not fully understood at this stage how facilities and services will be affected in the mid to longer term, however it is acknowledged that the impact on the health services in particular may further change the current understanding for health provision in light of the proposed growth of the emerging Joint Local Plan. In terms of the impact on education and transport, further information and guidance is awaited from Central Government in relation to the longer-term impact of COVID-19.



## Babergh and Mid Suffolk Infrastructure Delivery Plan

September 2020

### Appendix A      Tables of infrastructure needs, funding sources and timescale for delivery per settlement

For the purposes of the Joint Local Plan, infrastructure is categorised according to the following three categories: critical, essential and desirable.

- Critical infrastructure is infrastructure that is needed to unlock development sites allocated in the JLP (i.e. without the infrastructure the development cannot physically take place).
- Essential infrastructure is the infrastructure that is necessary to support and mitigate development and ensures policy objectives of the JLP are met. Development could take place without this infrastructure; however, its sustainability would be undermined.
- Desirable infrastructure is infrastructure that could support development in the JLP and make it more sustainable and help deliver other place-making objectives. However, development planned in the JLP could take place sustainably without it.

The timescale for the delivery of each project is defined as per below:

- Short term, up to 5 years
- Medium term, 5 to 10 years
- Long term, over 10 years

The tables also identify whether it would be preferable to secure developer contributions through the Community Infrastructure Levy or Section 106, and when other funding sources may also be used. It should be noted that many of the costs identified are indicative and are subject to change in the future. Please also refer to section 2.3 of this IDP, relating to Delivery of Infrastructure and Funding.

## EDUCATION

### Early Years Settings Expansions

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP001	Additional Pre School places at existing setting	Bacton	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£616,938	CIL	unknown		Short-medium term
IDP002	Additional Pre School places at existing setting	Botesdale and Rickingham	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£388,500	CIL	unknown		Short-medium term
IDP003	Additional Pre School places at existing setting	Brantham	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£200,466	CIL	unknown		Short-medium term
IDP004	Additional Pre School places at existing setting	Chelmondiston	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£161,616	CIL	unknown		Short-medium term
IDP005	Additional Pre School places at existing setting	Copdock and Washbrook	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and	£0	£391,608	CIL	unknown		Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						from JLP growth						
IDP006	Additional Pre School places at existing setting at primary school.	Debenham	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£380,730	CIL	unknown		Short-medium term
IDP007	Additional Pre School places at existing setting	Holbrook	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£10,878	CIL	unknown		Short-medium term
IDP008	Additional Pre School places at existing setting	Lavenham	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£31,080	CIL	unknown		Short-medium term
IDP009	Additional Pre School places at existing setting at Primary School	Long Melford	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£233,100	CIL	unknown		Short-medium term
IDP010	Additional Pre School places at existing setting	Needham Market	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£312,354	CIL	unknown		Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP011	Additional Pre School places at existing setting at Primary School (TBC)	Stonham Aspal	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£175,602	CIL	unknown		Short-medium term
IDP012	Additional Pre School places at existing setting	Stradbroke	Essential	Suffolk County Council	unknown	Developer contributions from committed growth and from JLP growth	£0	£430,458	CIL	unknown		Short-medium term

### New Early Years Settings

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP013	New Pre School setting for 60 places needed with land allocation of 0.1ha JLP policy LA007 (DC/18/00233)	Bramford	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. s106 secured for a new setting from PP: DC/18/00233 (LA007) (£281,293); DC/19/01401	£532,768	£14,768	s106	£547,536 expected toward 1 <sup>st</sup> phase of 30 places setting at estimated cost of £615,240. Therefore, funding gap for 1 <sup>st</sup> phase: £67,704	Suffolk County Council, s106 from future development	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						(LA006) (£215,721); DC/19/00870 (LA107) (£35,754)						
IDP014	New Pre School setting for 30 places with land allocation of 0.1ha (JLP policy LA055)	Capel St Mary	Essential	Suffolk County Council	£615,240	Developer contributions from committed growth and from JLP growth.	£0	£1,015,300	s106 from LA055	£0	None	Short-medium term
IDP015	New Pre School setting for 60 places at the new Primary School (Planning Application 1856/17 and JLP policy LA002).	Claydon & Barham	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. SCC ask for s106 build cost contribution planning application 1856/17 (LA002)	£1,084,314 for the complete build cost contribution towards the primary school and pre school	£1,209,130	s106	£0	None	Short-medium term
IDP016	New Pre School setting for 30 places needed in the area. 0.1ha land allocation needed (JLP policy LA065). (s106 secured for a new setting from	Elmswell	Essential	Suffolk County Council	£615,240	Developer contributions from committed growth and from JLP growth. s106 secured for a new setting from PP: 3918/15	£75,240	£677,482	s106	£0	None	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	PP: 3918/15 Former Grampian site (£75,240.)					Former Grampian site £75,240.						
IDP017	New Pre School setting for 60 places needed with land allocation of 0.1ha, JLP policy LA020	Eye	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. s106 secured for a new setting from PP: 3563/15 Land at Eye Airfield	£170,548	£686,712	s106	£373,220	Suffolk County Council, s106 from future development	Short-medium term
IDP018	1 new Pre School setting for 30 places needed with land allocation of 0.1ha (JLP policy LA042)	Great Cornard	Essential	Suffolk County Council	£615,240	Developer contributions from committed growth and from JLP growth.	£0	£1,022,684	s106	£0	None	Short-medium term
IDP019	1 new Pre School setting for 60 places needed [0.1ha of land to be allocated for the new setting, JLP policy LA028].	Hadleigh	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. £217,950 SCC ask for s106 build cost contribution planning	£217,950	£1,192,516	s106	£0	None	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						application DC/17/03902						
IDP020	2 new Pre School settings for 60 places each on Wolsey Grange 2 - (land north of A1071). A 60-place setting is already planned as part of new Primary School. [0.1ha land allocation needed]	Sproughton	Essential	Suffolk County Council	£2,460,960	Developer contributions from committed growth and from JLP growth. s106 secured for Wolsey Grange planning permission B/15/00993 £276,924	£276,924	£1,857,076	s106	£326,960	Suffolk County Council, s106 from future development	Short-medium term
IDP021	1 new Pre School setting for 60 places at the new Primary School at Chilton Leys (JLP policy LA034). And one more setting for 60 places needed with land allocation of 0.1ha (JLP policy LA035 – 'Ashes Farm').	Stowmarket	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. s106 secured for Chilton Leys planning permission: 2722/13	£80,000	£1,772,160	s106	£0	None	Short-medium term
IDP022	New Pre School setting for 30 places	Stowupland	Essential	Suffolk County Council	£615,240	Developer contributions from	£103,547	£851,006	s106	£0	None	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	needed with land allocation of 0.1ha (JLP policy LA078).					committed growth and from JLP growth. s106 secured for a new setting from PP: DC/17/02755 Land between Gipping Road and Church Road						
IDP023	New Pre School setting for 60 places at the new primary school for Chilton Woods.	Sudbury	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth. s106 secured for a new setting from PP: B/15/01718 (£1,000,000); DC/17/04052 (LA041) (£124,995)	£1,124,995	£0	s106	£105,4850	Suffolk County Council, s106 from future development	Short-medium term
IDP024	New Pre School setting for 30 places at the relocated new primary school in Thurston. (The new	Thurston	Essential	Suffolk County Council	£615,240	Developer contributions from committed growth and from JLP growth	TBC	£1,888,458	s106	£0	None	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	setting opening in 2021 is able to expand to 60 places).											
IDP025	New Pre School setting for 60 places at the new primary school in Woolpit (JLP policy LA095).	Woolpit	Essential	Suffolk County Council	£1,230,480	Developer contributions from committed growth and from JLP growth	TBC	£1,290,354	s106	£0	None	Short-medium term

## Primary School Expansions

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP026	Primary School expansion from 56 to 70	Bentley	Essential	Suffolk County Council	£241,752	Developer contributions from committed growth and from JLP growth	TBC	£86,340	CIL	TBC	Suffolk County Council, CIL from future development	Short term
IDP027	Primary School expansion from 210 to 315	Bramford	Essential	Suffolk County Council	Actual Project cost: £1,490,522	Developer contributions from committed growth and from JLP growth	Section 106: £401,973 SCC (Basic Need): £442,956 CIL Fund (agreed in March 2020): £645,593	n/a	CIL	£0	None	Project in progress, handover at present due in October 2020.
IDP028	Primary School expansion from 210 to 315	Brantham	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	£998,842	£302,190	CIL	£512,108	Suffolk County Council, CIL from future development	Short term
IDP029	Primary School expansion from 315 to 420	Capel St Mary	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and	TBC	£2,831,952	CIL	£0	None	Short term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						from JLP growth						
IDP030	Primary School expansion from 70 to 105	Copdock	Essential	Suffolk County Council	£604,380	Developer contributions from committed growth and from JLP growth	TBC	£60,438	CIL	TBC	Suffolk County Council, CIL from future development	Medium term
IDP031	Primary School expansion from 210 to 315	Debenham	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	£0	£1,057,665	CIL	£755,475	Suffolk County Council, CIL from future development	Medium term
IDP032	Primary School expansion from 315 to 420	Elmswell	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	£1,023,204	£1,312,368	CIL	£0	None	Short term
IDP033	Primary School expansion from 210 to 315	Eye	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	£1,235,675	£1,670,679	CIL	£0	None	Short to medium term
IDP034	Primary School expansion from 315 to 420	Great Cornard (Pot Kiln Primary School)	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	TBC	£1,113,786	CIL	TBC	Suffolk County Council, CIL from future development	Short to medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP035	Primary School expansion from 420 to 525	Great Cornard (Wells Hall Primary)	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	TBC	£1,277,832	CIL	TBC	Suffolk County Council, CIL from future development	Short to medium term
IDP036	Primary School expansion from 140 to 210	Hadleigh - Beaumont CP School	Essential	Suffolk County Council	£1,208,760	Developer contributions from committed growth and from JLP growth	TBC	£2,749,929 (for Hadleigh as a whole)	CIL	TBC	Suffolk County Council, CIL from future development	Short term
IDP037	Primary School expansion from 210 to 315 (St Mary's CE) OR from 546 to 630 (Hadleigh CP)	Hadleigh - St Mary's Church of England Primary School OR Hadleigh Community Primary School	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	TBC	See above for project IDP036.	CIL	TBC	Suffolk County Council, CIL from future development	Short term
IDP190	Primary School expansion from 105 to 140	Haughley	Essential	Suffolk County Council	£604,380	Developer contributions from committed growth and from JLP growth	TBC	£828,864	CIL	TBC	Suffolk County Council, CIL from future development	Short term
IDP038	Primary School expansion from 119 to 140	Laxfield	Essential	Suffolk County Council	£362,628	Developer contributions from committed growth and	TBC	£267,654	CIL	TBC	Suffolk County Council, CIL from future	Medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						from JLP growth					development	
IDP191	Primary School expansion from 210 to 315	Long Melford	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	TBC	£647,550	CIL	TBC	Suffolk County Council, CIL from future development	Medium term
IDP039	Primary School expansion from 105 to 140	Mendlesham	Essential	Suffolk County Council	£604,380	Developer contributions from committed growth and from JLP growth	£200,877	£323,775	CIL	£79,728	Suffolk County Council, CIL from future development	Short term
IDP040	Primary School expansion from 315 to 360	Needham Market	Essential	Suffolk County Council	£777,060	Developer contributions from committed growth and from JLP growth	TBC	£1,053,348	CIL	£0		Medium term
IDP041	Primary School expansion from 196 to 315	Shotley	Essential	Suffolk County Council	£2,054,892	Developer contributions from committed growth and from JLP growth	£437,000	£215,850	CIL	£1,402,042	Suffolk County Council, CIL from future development	Short term
IDP042	Primary School expansion from 105 to 140	Sproughton	Essential	Suffolk County Council	£604,380	Developer contributions from committed growth and from JLP growth	£0	£539,625	CIL	£64,755	Suffolk County Council, CIL from future development	Short to medium term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP043	Primary School expansion from 210 to 315 (Freeman Community Primary)	Stowupland	Essential	Suffolk County Council	£1,813,140	Developer contributions from committed growth and from JLP growth	TBC	£2,076,477	CIL	TBC	Suffolk County Council, CIL from future development	Short to medium term

## New Primary Schools

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP044	Bacton - New Primary School of 315 places (relocation of current primary school).	Bacton	Essential	Suffolk County Council	£6,460,020	Developer contributions from committed growth and from JLP growth	£158,353	£1,548,354	s106	£4,753,313	Sale of existing school site. Suffolk County Council, s106 from future development	Short term
IDP045	Claydon - New Primary School of 210 places (Planning application 1856/17 (LA002))	Claydon	Essential	Suffolk County Council	£4,306,680	Developer contributions from committed growth and from JLP growth	£1,461,298	£3,050,462	s106	£0		Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP046	Sproughton - New Primary of 420 places for Wolsey Grange development	Sproughton	Essential	Suffolk County Council	£8,613,360	Developer contributions from committed growth and from JLP growth	£276,924 (from LA014); £18,273 (from B/16/01216)	£5,321,826	s106	£2,996,337	Suffolk County Council, s106 from future development	Short-medium term
IDP047	Stowmarket - New Chilton Leys Primary School of 420 places	Stowmarket	Essential	Suffolk County Council	£8,613,360	Developer contributions from committed growth and from JLP growth	£589,245	£8,203,200	s106	£0		Short term
IDP048	Stowupland - potential new primary school of 210	Stowupland	Essential	Suffolk County Council	Freeman CP currently planned to expand; this will be reviewed at Plan review stage.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
IDP049	Sudbury - New Chilton Woods Primary School of 420 places	Sudbury	Essential	Suffolk County Council	£8,613,360	Developer contributions from committed growth and from JLP growth	£5,005,728 (from s106 B/15/01718)	£666,510	s106	£2,941,122	Suffolk County Council, s106 from future development	Medium term
IDP050	Thurston - New Primary School of 420 places	Thurston	Essential	Suffolk County Council	£8,613,360	Developer contributions from committed growth and from JLP growth	£2,698,401	£5,127,000	s106	£787,959	Sale of existing school site. Suffolk County Council, s106 from	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
											future development.	
IDP051	Woolpit - New Primary School of 210 places	Woolpit	Essential	Suffolk County Council	£4,306,680	Developer contributions from committed growth and from JLP growth	£363,880	£3,937,536	s106	£5,264	Suffolk County Council, s106 from future development	Short term

## Secondary School Expansions

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP052	Secondary School expansion from 818 to 900	Claydon	Essential	Suffolk County Council	£1,949,550	Developer contributions from committed growth and from JLP growth	£550,650	£6,021,960	CIL	£0.0		Short
IDP053	Secondary School expansion from 930 to 1500	East Bergholt	Essential	Suffolk County Council	£13,551,750	Developer contributions from committed growth and from JLP growth	£422,165	£5,482,680	CIL	£7,646,905	Suffolk County Council, CIL from future development	Medium term
IDP054	Secondary School expansion from 961 to 1200	Eye	Essential	Suffolk County Council	£5,682,225	Developer contributions from committed growth and	£1,190,240	£2,846,200	CIL	£1,217,785	Suffolk County Council, CIL from future development	Medium to long term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						from JLP growth						
IDP055	Secondary School expansion from 840 to 1200	Hadleigh	Essential	Suffolk County Council	£8,559,000	Developer contributions from committed growth and from JLP growth	TBC	£3,453,960	CIL	TBC	Suffolk County Council, CIL from future development	Medium term
IDP056	Secondary School expansion from 600 to 800	Holbrook	Essential	Suffolk County Council	£4,755,000	Developer contributions from committed growth and from JLP growth	TBC	£727,600	CIL	TBC	Suffolk County Council, CIL from future development	Medium term
IDP057	Chantry Academy - Secondary School expansion from 900 to 1200	Ipswich	Essential	Suffolk County Council	£7,132,500	Developer contributions from committed growth and from JLP growth	TBC	£4,442,640	CIL	TBC	Suffolk County Council, CIL from future development	Medium term
IDP058	Secondary School expansion from 1033 to 1460 Phase 1 (under construction): 1033 to 1050 plus 6 <sup>th</sup> Form Block. CIL funds of £2,446,575 agreed in	Stowupland	Essential	Suffolk County Council	£3,739,350 (Phase 2)	Developer contributions from committed growth and from JLP growth	£205,009	£5,341,440	CIL	£0	Suffolk County Council, CIL from future development	Short

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	January 2020. Phase 2: masterplan from 1050 to 1200 places.											
IDP059	Secondary School expansion from 1376 to 1400	Stowmarket	Essential	Suffolk County Council	£570,600	Developer contributions from committed growth and from JLP growth	£316,691	£8,774,000	CIL	£0	Suffolk County Council, CIL from future development	Short
IDP060	Secondary School expansion from 435 to 550	Stradbroke	Essential	Suffolk County Council	£2,734,125	Developer contributions from committed growth and from JLP growth	£0	£1,592,160	CIL	£1,141,965	Suffolk County Council, CIL from future development	Medium to long term
IDP061	Secondary School expansion of Ormiston from 1132 to 1500	Sudbury	Essential	Suffolk County Council	£8,749,200	Developer contributions from committed growth and from JLP growth	TBC	£1,883,200 (from 440 dwellings) and £2,782,000 (from 650 dwellings)	CIL	TBC	Suffolk County Council, CIL from future development	Medium to long term
IDP062	Secondary School expansion from 1940 to 2190	Thurston	Essential	Suffolk County Council	£5,943,750	Developer contributions from committed growth and from JLP growth	£146,840	£9,998,080	CIL	£0	Suffolk County Council, CIL from future development	Short

## HEALTH

### Primary Care

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP063	Mitigation will be requested to cover the growth in both Mendlesham, Bacton and surrounding catchment areas. Options currently being looked at Mendlesham Medical Centre to increase capacity.	Bacton - Bacton Surgery (Branch of Mendlesham)	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£188,343	CIL	unknown	unknown	Short term
IDP064	Mitigation may be required towards the expansion of the practice.	Bildeston - Bildeston Health Centre	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£52,989	CIL	unknown	unknown	Long term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP065	Expansion work has been completed, therefore unlikely to request further contributions unless development of significant size as to put the practice over capacity.	Botesdale - Botesdale Health Centre	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	Actual project cost: £558,615	NHS funds and Developer contributions from existing growth	£459,875	Actual project cost: £558,615 Actual CIL contribution: £98,740	CIL	£0	unknown	Project completed in 2019
IDP066	Mitigation will be sought as a feasibility study has been undertaken looking at both Constable Country Medical Practice and Capel St Mary Surgery. A review of the report will be undertaken to determine a viable solution.	Capel St. Mary - The Surgery, Capel St. Mary and East Bergholt - Constable Country Rural Medical Practice, East Bergholt	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£547,750	CIL	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP067	Mitigation will be sought for cumulative growth in the vicinity of this practice.	Debenham - Debenham Practice	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£146,873	CIL	unknown	unknown	Short term
IDP068	Mitigation will be requested for the proposed developments in the area, options are being looked at as to how best to provide primary care services in the locality as the move to Hartismere Hospital is no longer attainable.	Eye - Eye Practice	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£279,347	CIL	unknown	unknown	Medium term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP069	Mitigation will be requested for the cumulative growth in the area as it will put significant pressure on the local practice. Work has been undertaken to broaden the services provided in the local community by the practice and this scheme was funded through CIL.	Hadleigh and Boxford - Hadleigh Practice, including branch practice in Boxford	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£426,220	CIL	unknown	unknown	Short-medium term
IDP070	Mitigation may be sought from planning applications submitted to facilitate the initial plans for expansion works at The Surgery, Shotley. Mitigation may also be sought for Holbrook and Shotley Practice.	Holbrook - The Holbrook and Shotley Practice	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£66,813	CIL	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP071	Mitigation will be requested to cover the growth in the areas closest to these surgeries. The feasibility study and option appraisal have been completed and preferred location selected for a new health hub in which Hawthorn Drive is a key stakeholder.	Ipswich Fringe (including Claydon, Sproughton)  The Chesterfield Drive Practice  Took new surgery, planned to be in operation by 2021.  Hawthorn Drive (206 Hawthorn Drive, Ipswich IP2 0QQ) and Pinewood Surgery (Branch of Derby Road Practice)  The Barham &	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth. Existing funding source for the new Took GP Surgery, Whitton.	unknown	£1,667,441	CIL	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
		Claydon Surgery										
IDP072	Mitigation will be requested for the cumulative growth in the areas of Long Melford and Lavenham as increasing capacity will be required to cover the expected population growth.	Lavenham - Lavenham (Branch of Long Melford)	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£11,519	CIL	unknown	unknown	Medium term
IDP073	Mitigation will be requested for the cumulative growth in the areas of Long Melford and Lavenham as increasing capacity will be required to cover the expected population growth.	Long Melford - The Long Melford Practice	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£223,477	CIL	unknown	unknown	Short term
IDP074	Mitigation would be sought for cumulative	Manningtree - Riverside Health	Essential	North East Essex CCG	unknown	NHS funds and developer contributio	unknown	£40,318	CIL	unknown	unknown	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	growth in the vicinity of this practice.	Centre (North East Essex CCG)				ns from committed growth and from JLP growth						
IDP075	Mitigation will be requested to cover the growth in both Mendlesham, Bacton and surrounding catchment areas. Options currently being looked at Mendlesham Medical Centre to increase capacity.	Mendlesham - Mendlesham Surgery (main surgery)	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£51,838	CIL	unknown	unknown	Short term
IDP076	Mitigation will be requested as options are currently being explored for increasing capacity, as stated in the Needham Market NP the CCG is happy to work with the local council in finding a solution.	Needham Market - Needham Market Country Practice	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£215,990	CIL	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP077	Stanton Surgery is in the process of obtaining planning permission to increase capacity at the surgery and in the process of removing the portable cabin in the car park. Mitigation will be requested towards the expansion.	Stanton (LPA: West Suffolk) - Stanton Surgery, 10 The Chase Stanton	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£129,018	CIL	unknown	unknown	Short term
IDP078	Mitigation will be requested via either CIL or S106. The amount of development will require a new strategy for Stowmarket and immediate vicinity and a feasibility study has been commissioned to look into how best to provide primary care in the area for the duration of the JLP.	Stowmarket - Stow Health and Combs Ford (Combs Ford Surgery)	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£1,495,225	CIL/s106 (s106 from existing commitments of strategic sites.)	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP079	Mitigation will be sought for cumulative growth in the vicinity of this practice.	Stradbroke - Stradbroke (Branch of Fressingfield)	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£123,834	CIL	unknown	unknown	Short-medium term
IDP080	Mitigation will be requested to create additional capacity within the practice. Options are currently being explored as to how this would be developed across the affected surgeries.	Sudbury, Great Cornard and Bures area  Including:  Siam Surgery (Sudbury Community Health Centre)  and  Hardwick House (which includes: Stour Street and Meadow Lane Surgery in Sudbury;	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£419,884	CIL	unknown	unknown	Short term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
		Great Cornard Surgery; and the Bures branch.)										
IDP081	Mitigation will be requested to increase capacity within the area. Current projects include the expansion of the car park for the Woolpit practice.	Woolpit - Woolpit Health Centre	Essential	Ipswich & East Suffolk CCG and West Suffolk CCG	unknown	NHS funds and developer contributions from committed growth and from JLP growth	unknown	£1,220,486	CIL	unknown	unknown	Short-medium term

## TRANSPORT

### Strategic Highways Improvements

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP082	Junction improvements	A14 Junction 58 Seven Hills	Essential	Highways England	£5m	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown Contributions may be required from future development in Babergh/Mid Suffolk.	s278 / s106	Unknown	Unknown	Unknown
IDP083	Junction improvements	A14 Junction 57 Nacton	Essential/Desirable	Highways England	£5-10m	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown	s278/s106	Unknown	Unknown	Unknown
IDP084	Junction improvements	A14 Junction 56 Wherstead	Essential	Highways England	£6.7m	Developer contributions from development within the area. Approved scheme of DC/19/0279 8 and DC/19/0509 3 includes proposed	£3-6m	Unknown Contributions may be required from future development in Babergh/Mid Suffolk.	s278 / s106	TBC	Unknown	Unknown

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						junction improvements.						
IDP085	Junction improvements	A14 Junction 55 Copdock Interchange	Critical	Highways England	£65-100m	Mitigation to be dealt with through national intervention. <u>Currently identified for consideration in the Roads Investment Strategy 3 (RIS3), 2025-2030.</u>	TBC	N/A	N/A	Unknown	RIS and other governmental funding	Position to be reviewed at B&MSDC JLP Plan Review stage.
IDP086	Further investigation required by SCC and Highways England regarding mitigation scheme. Potential mitigation schemes to discourage junction hopping to also be investigated.	A14 Junction 54 Sproughton	Essential /Desirable	Highways England	Unknown	Further investigation required by SCC and Highways England regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP087	Potential improvements at the junction of the B1113/1113 (Bramford Road) - all movements junction.	A14 Junction 52 Claydon	Essential	Suffolk County Council	£250k - £400k	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
IDP088	Mitigation for slip road improvements to be considered as part of the planning application process. Part of Bury Vision 2031 mitigation funding.	A14 Junction 44 Bury St Edmunds South East	Essential	Suffolk County Council	Unknown	Developer contributions from development within West Suffolk, and Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP089	This is primarily a Local Road Network (LRN) issue on Compiegne Way which has a knock-on effect on the Strategic Road Network (SRN). The slip road is relatively short,	Junction 43 Bury St Edmunds North East	Essential	Suffolk County Council	Unknown	Developer contributions from development within West Suffolk, and Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	which reduces resilience on the SRN. Mitigation schemes are part of Bury St Edmunds Vision 2031 to unlock this local highway pinch point.											
IDP090	Mitigation through proposed Joint Local Plan site allocation LA055 and other sites within the area.	A12 Junction 32 A Capel St Mary	Critical	Suffolk County Council / Highways England	£5-10m	Developer contributions from committed growth and from JLP growth	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP091	Mitigation measures identified under current applications (Wolsey Grange proposals) in this area: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction	A1071 / B1113 AND A1071 / Hadleigh Road AND B1113 Burstall Lane / Lower Street (Sproughton)	Critical	Suffolk County Council	£500,000 per junction £1.2-£1.5m corridor	Developer contributions from committed growth and from JLP growth	Unknown	£1.2-£1.5m	s278 / s106	Unknown	Unknown	Unknown

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	improvements A1071, - Improved pedestrian links between Sproughton and Bramford.											
IDP092	Mitigation potentially introducing signalised junction and speed limit. Issue of cumulative growth impacting the area.	A1071 / A134 Assington Road (Near Newton)	Essential	Suffolk County Council	£300,000	Developer contributions from committed growth and from JLP growth. Issue of cumulative growth impacting the area (from Sudbury, Hadleigh, Boxford, Newton, Assington, Leavenheath, Nayland, Colchester).	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP093	Reducing demand via modal shift. Pedestrian/Cycle bridge at Sugar Beet/Elton	B1067 Bramford Road / Sproughton Road	Essential	Suffolk County Council	£1.5m	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	Park could be considered.											
IDP094	Need to monitor the outcomes of the Wolsey Grange phase 1 improvements.	A1214 / Scrivener Drive Roundabout	Critical	Suffolk County Council	Unknown	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
IDP095	ISPA Transport Mitigation Strategy - Package of mitigation measures to deliver modal shift and mitigate impacts on the wider Ipswich highways network.	Ipswich town centre (Crown Street, Star Lane) and Ipswich Northern Ring Road (A1214)	Critical	Suffolk County Council	TBC - £3,621,800 (Babergh) and £3,363,100 (Mid Suffolk) (Further investigation required by SCC regarding mitigation scheme)	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106 / CIL / other forms of funding	Unknown	Unknown	Unknown
IDP096	Pedestrian and cycle link	Elmswell - Woolpit	Essential	Suffolk County Council	£740,000	Developer contributions from committed growth and from JLP growth.	Identified land contributions and financial contributions from	£220,000 from planning permission DC/18/04247 (LA095).	s278 / s106	Unknown	Local Travel Plans, DfT, SCC	Medium

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						<p><u>Subject to planning permission being granted:</u> Land and build contribution from DC/18/02146 (LA065); £34,000 from DC/19/02656; £55,250 from DC/20/01677.</p>	current planning applications and planning permissions.					
IDP097	Pedestrian and cycle link	Capel St Mary – Copdock – Wolsey Grange, Ipswich (Phase 1: Copdock to Wolsey Grange; Phase 2 Capel St Mary to Copdock)	Essential	Suffolk County Council	<p>Circa £1.3m (from Park &amp; Ride to Capel St Mary)</p> <p>Further investigation and detail costings required by SCC.</p>	Developer contributions from committed growth and from JLP growth.	Unknown	Unknown	s278 / s106	Unknown	Local Travel Plans, DfT, SCC	Medium

## Strategic Rail Station Improvements

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP098	Needham Market Railway Station improvements (Feasibility Study being carried out Autumn 2020. Two CIL bids submitted October 2019. Two stages: 1- estimated cost of £400,000; 2- estimated cost of 780,000).	Needham Market	Essential	Network Rail and Greater Anglian	Unknown	'Department for Transport' (DfT) 'Access for All' (AfA) fund; MSDC/SCC; developer contributions from committed growth and from JLP growth.	Unknown (£380,000 from DfT 'AfA')	Unknown (Current CIL bids total for £390,000)	CIL	TBC	M&SDC/ SCC	Short-medium term
IDP099	Stowmarket Railway Station – Step-free access to include bridge built to contain lifts either side. Delivery by 2024.	Stowmarket	Essential	Network Rail and Greater Anglian	TBC	Department for Transport 'Access for All' fund	TBC	n/a	n/a	n/a	n/a	Short-medium term
IDP100	Thurston Railway Station – passenger level crossing improvements (CIL bid for £100,000 agreed September 2020 for feasibility study. Feasibility Study being carried out	Thurston	Critical	Network Rail	TBC (Further investigation required by Network Rail and SCC regarding mitigation scheme)	Developer contributions from committed growth and from JLP growth.	Unknown	TBC	CIL	TBC	Network Rail/ SCC	Short-medium term

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
	September 2020 to March 2021.)											

### Site Specific Highways Mitigation identified in relation to the JLP proposed site allocations

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
IDP101	Acton	LA045	Mitigation for the proposed JLP land allocation will require: - Land south of Tamage Road (LA045) - there is a need to construct a footway link along the site frontage and link to the existing footway network.
IDP102	Barham	LA001, LA002	- New footway links. - Bus stops to be provided. - Land to the east of Norwich Road (LA001) and Land to the north of Church Lane (LA002) - Footways to be internal to development and linked between each site.
IDP103	Bildeston	LA048	Mitigation for the proposed JLP land allocation will require: Land south of Wattisham Road (LA048) – The carriageway needs to be widened and a footway required for this site. This should link to the existing footway network, providing a safe route to school.
IDP104	Botesdale & Rickinghall	LA049, LA050, LA052	Mitigation for the proposed JLP land allocations will require: - New footway links and footway crossing improvements. - Traffic calming measures.
IDP105	Bramford	LA006, LA007, LA107	Mitigation measures identified under current applications in this area would be required: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction improvements A1071

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
			- Improved pedestrian links between Sproughton and Bramford.
IDP106	Brantham	LA053	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Junction improvements (where necessary).</li> <li>- Land south of Ipswich Road (LA053) – a footway along the frontage of the site will be required and existing bus stops near to the site would benefit from improvements, such as improved shelters and layby. The footway should link to the existing network and provide access to the school.</li> </ul>
IDP107	Capel St Mary	LA054, LA055	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- New cycleway link between Capel St-Mary, Copdock and Wolsey Grange, Ipswich (Old London Road Copdock/Washbrook (allocate space for segregated cycling on ex A12 dual carriageway)</li> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Junction improvements (A12 Junction 32 A, in relation to on-slip roads).</li> <li>- Land at Red Lane, north of A12, south of Rembrow Road (LA055) – The site has pedestrian access via Old London Road, however the multiple accesses to existing footways to the north of the site is also required.</li> </ul>
IDP108	Copdock and Washbrook	LA008, LA009	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- New cycleway link between Capel St-Mary, Copdock and Wolsey Grange, Ipswich (Old London Road Copdock/Washbrook (allocate space for segregated cycling on ex A12 dual carriageway)</li> </ul>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
			<ul style="list-style-type: none"> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Junction improvements (where necessary).</li> <li>- Land south-east of Back Lane (LA008) – there may be a need to construct traffic signals or roundabout due to London Road being dual carriageway to allow vehicles to travel south. Footway improvements/widening along London Road with crossing points across the central reserve will likely be required. Contributions towards the above-mentioned cycleway link between Capel St-Mary, Copdock and Ipswich would also be required.</li> <li>- Land south-west of London Road (LA009) – existing footway will require improvements or widening along London Road with crossing points across the central reserve.</li> </ul>
IDP109	Debenham	LA056, LA057 and LA058	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic management scheme to reduce accidents (where necessary).</li> <li>- Extend 30mph speed limit (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Both sites, Land to the north of Ipswich Road (LA057) and Land south of Low Road (LA056) will depend on each other for vehicular road links. LA057 has no pedestrian links so need to go through internal footways to LA056 and through to Low Road. Both sites will also need to ensure a safe route to school.</li> <li>- Land east of Aspoll Road (LA058) – construction of footway needed along Aspoll Road to footway network. (There may be engineering difficulties due to high banks adjacent to properties). This sites will also need to ensure a safe route to school.</li> <li>- In addition to the criteria set out in the Debenham Neighbourhood Plan, Transport Statements will be required for the proposed allocations of LA056, LA057 and LA058.</li> </ul>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
IDP110	Elmswell	LA062, LA063, LA064, LA065, LA066	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Contributions towards cycle/pedestrian link between Elmswell and Woolpit.</li> <li>- Land to the north of Church Road (LA064), Land to the north west of School Road (LA065) and Land West of Station Road (LA066) - Mitigation measures at School Road and Church Road junction (further investigation would be required in relation to any impact on heritage). Capacity issues with junction of New Road / Warren Lane and Church Road / Cross Street would also require further investigation.</li> <li>- Need to also consider and mitigate any impact on level crossings. This will be assessed with a Transport Assessment which is needed to determine the impact on existing network and cumulative impact of development in the area.</li> </ul>
IDP111	Eye	LA020, LA021, LA099, LA109, LA110, LA111	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links. Including footway improvements along Magdalen Street for site allocation LA020 (Land north of Magdalen Street, Eye)</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Public Right of Way (PROW) contribution (where necessary).</li> </ul>
IDP112	Great Blakenham	LA010	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements are particularly required for JLP allocation LA010 (Land south of Chalk Hill Lane and West of Hood Drive), where widening of carriageway to</li> </ul>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
			the site from Stowmarket Road and improvements to the footway at Chalkhill Lane will be required. - Contributions towards Claydon CCTV level crossing mitigation would be required.
IDP113	Hadleigh	LA027, LA028, LA114, LA115	Mitigation for the proposed JLP land allocations will require: - New footway links. - Public Right of Way (PROW) contribution (where necessary). - Traffic calming measures (where necessary). - Bus stops improvements (where necessary). - Carriageway improvements (where necessary). - Land north east of Frog Hall Lane (LA028) - Access needs to be to the A1071 roundabout, Lady Lane. Two vehicular accesses are required. Multiple accesses to existing footway network to the town is also required. - Land north east of Frog Hall Lane (LA028) and Land north of Red Hill Road/ Malyon Road, Hadleigh (LA114) - Contributions towards mitigation measures to address safety issues of the A1071 / A134 Assington Road junction (Ref: IDP092).
IDP114	Haughley	LA067, LA104	Mitigation for the proposed JLP land allocations will require: - New footway links. - Traffic calming measures (where necessary). - Bus stops improvements (where necessary). - Carriageway improvements (where necessary).
IDP115	Lavenham	LA069	Mitigation for the proposed JLP land allocation will require: - Traffic calming measures. - Land north-west of Melford Road (LA069) – a safe pedestrian crossing point will be required at the Sudbury Road and Melbury Road junction.
IDP116	Leavenheath	LA098	Mitigation for the proposed JLP land allocation will require: - Land south of High Road (LA098) – The site would benefit from a footway along the frontage, linking into footways on the Junction at Maple Way. This site has no safe route to school. Home to school transport contributions will be required through Section 106.

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
IDP117	Mendlesham	LA073	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> </ul>
IDP118	Needham Market	LA030, LA031, LA032	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Needham Market Middle School, School Street (LA031)</li> <li>- Junction improvements to Causeway junction with School Road.</li> </ul>
IDP119	Shotley	LA075	Mitigation for the proposed JLP land allocations will require: Existing footway to be improved and widened.
IDP120	Sproughton	LA012, LA013, LA014, LA018, LA116	Mitigation measures identified under current applications in this area would be required: <ul style="list-style-type: none"> <li>- Footways improvements in Sproughton</li> <li>- Zebra crossing in Sproughton</li> <li>- Junction improvements A1071</li> <li>- Improved pedestrian links between Sproughton and Bramford.</li> <li>- Land to the west of Hadleigh Road (LA013) – Cycle links and pedestrian links will be required.</li> </ul>
IDP121	Stonham Aspal	LA076	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- Existing bus stop improvements with shelter.</li> </ul>
IDP122	Stowmarket	LA033, LA034, LA035, LA036, LA037, LA038, LA108, LA112	Mitigation for the proposed JLP land allocations will require: <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Land south of Gun Cotton Way (LA033) – Provision of a controlled pedestrian crossing may be required.</li> <li>- Land north of Stowupland Road and east of Newton Road (LA035) - Traffic calming measures on Stowupland Road (B1115). Footway improvements will be required along Newton Road. (New footway required along</li> </ul>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
			<p>frontage to link with existing network, may need additional waiting restrictions). A signalled junction at Stowupland Road/Newton Road roundabout may be required.</p> <ul style="list-style-type: none"> <li>- Land north east of the junction of Finborough Road and Starhouse Lane, Onehouse (LA036) - Footway links should be internal to the development, with access from Union Road.</li> <li>- Land south of Creeting Road West, north of Navigation Approach (LA038) need to consider station accessibility improvements to facilitate appropriate access to the station and mitigate impact. Traffic Regulation Order for waiting restriction will be required.</li> <li>- Need to also consider and mitigate any impact on level crossings. This will be assessed with a Transport Assessment which is needed to determine the impact on existing network and cumulative impact of development in the area.</li> </ul>
IDP123	Stowupland	LA077, LA078, LA100	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> <li>- Land south of Church Road (LA077) - Pedestrian crossing point needed.</li> <li>- Land South of Stowmarket Road (LA078) - Traffic calming measures on Stowmarket Road and footway links. Junction with A1120 and B1115 may require signal or roundabout.</li> </ul> <p>Need to consider and mitigate any impact on level crossings. This will be assessed with Transport Assessment and cumulative impact of development in the area.</p>
IDP124	Stradbroke	LA080, LA081, LA082, LA083	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Bus stops improvements (where necessary).</li> <li>- Carriageway improvements (where necessary).</li> </ul>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
IDP125	Sudbury (and Great Cornard)	LA042	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Land at Tye Farm, Great Cornard (LA042) - There are concerns with access from A134. Access from the A134 may be achieved if a new roundabout is provided, subject to the satisfaction of the Highways Authority. Details of the traffic modelling would be assessed at planning application stage, through a Transport Assessment. The 30mph speed limit will need to be extended to ensure a new roundabout is included within the 30mph zone. Improvements to the A134, between the existing and new roundabouts will be required, including cycle/footway links between the site and existing network. A second access will be required. Improvements to Shawlands Avenue will also be required to ensure that footway/cycle way links are provided to the existing network. It may be appropriate to divert bus routes into the site to encourage use of public transport.</li> </ul>
IDP126	Thurston	LA084, LA085, LA086, LA087, LA088, LA089, LA090, LA103	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Additional bus stops may be required within the settlement.</li> <li>- Traffic calming measures (where necessary).</li> <li>- Contributions towards the railway station accessibility improvements may also be required.</li> <li>- Land to the west of Barton Road (LA085) – carriageway widening with footway are required along Church Road, with priority system under railway bridge.</li> <li>- Major accident cluster site at crossways junction of Barton Road and Station Hill. Impact on railway bridge would need to be fully assessed with Transport Assessment.</li> </ul>
IDP127	Wherstead	LA016, LA101	<p>Mitigation for the proposed JLP land allocations will require:</p>

IDP Project Unique Reference	Settlement	JLP Site Allocation Reference	Anticipated mitigation
			<ul style="list-style-type: none"> <li>- Land west of Bourne Hill (LA016) – The existing pedestrian access to the site is a narrow footway, which may require improvement.</li> </ul>
IDP128	Woolpit	LA093, LA094, LA095, LA097	<p>Mitigation for the proposed JLP land allocations will require:</p> <ul style="list-style-type: none"> <li>- New footway links.</li> <li>- Contributions towards cycle/pedestrian link between Elmswell and Woolpit.</li> <li>- Contribution towards mitigation measures agreed with SCC and HE for A14 junction 47 (DC/18/04247/OUT).</li> <li>- Land west of Heath Road (LA097) – will likely require widening of the carriage way.</li> </ul>

## POLICE

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP129	Eye Police Safer Neighbourhood Team (SNT)	Eye	Essential	Suffolk Constabulary	£185,862	Suffolk Constabulary / Developer contributions	unknown	£180,544	CIL and s106	unknown	Suffolk Constabulary Capital Budget / Capital asset from existing facilities.	Medium - long term
IDP130	Hadleigh Police Safer Neighbourhood Team (SNT)	Hadleigh	Essential	Suffolk Constabulary	£2,235,605	Suffolk Constabulary / Developer contributions	unknown	£1,258,143	CIL and s106	unknown	Suffolk Constabulary Capital Budget / Capital asset from existing facilities.	Medium - long term
IDP131	Ipswich West Police Safer Neighbourhood Team (SNT)	Ipswich	Essential	Suffolk Constabulary	£673,692	Suffolk Constabulary / Developer contributions	unknown	£417,388	CIL and s106	unknown	Suffolk Constabulary Capital Budget / Capital asset from existing facilities.	Medium - long term
IDP132	Stowmarket Police Safer Neighbourhood Team (SNT)	Stowmarket	Essential	Suffolk Constabulary	£3,251,428	Suffolk Constabulary / Developer contributions	unknown	£1,960,826 CIL bid currently submitted for £500k	CIL and s106	unknown	Suffolk Constabulary Capital Budget / Capital asset from existing facilities.	Short - medium term
IDP133	Sudbury Police Safer Neighbourhood Team (SNT)	Sudbury	Essential	Suffolk Constabulary	£517,823	Suffolk Constabulary / Developer contributions	unknown	£299,617	CIL and s106	unknown	Suffolk Constabulary Capital Budget / Capital asset from existing facilities.	Medium - long term

## COMMUNITY INFRASTRUCTURE

### Libraries

IDP Project Unique Reference	Anticipated mitigation / Project	Settlements where preferred sites are located	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP134	Additional provision for libraries	Acton	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP135	Additional provision for libraries	Bacton	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP136	Additional provision for libraries	Badwell Ash	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP137	Additional provision for libraries	Barham	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP138	Additional provision for libraries	Bildeston	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP139	Additional provision for libraries	Botesdale & Rickinghall	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlements where preferred sites are located	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP140	Additional provision for libraries	Boxford	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP141	Additional provision for libraries	Bramford	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP142	Additional provision for libraries	Brantham	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP143	Additional provision for libraries	Bures St Mary	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP144	Additional provision for libraries	Capel St. Mary	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP145	Additional provision for libraries	Claydon	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP146	Additional provision for libraries	Copdock & Washbrook	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlements where preferred sites are located	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP147	Additional provision for libraries	Debenham	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP148	Additional provision for libraries	Elmswell	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP149	Additional provision for libraries	Eye	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP150	Additional provision for libraries	Hadleigh	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP151	Additional provision for libraries	Haughley	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP152	Additional provision for libraries	Holbrook	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP153	Additional provision for libraries	Lavenham	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlements where preferred sites are located	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP154	Additional provision for libraries	Long Melford	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP155	Additional provision for libraries	Mendlesham	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP156	Additional provision for libraries	Needham Market	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP157	Additional provision for libraries	Shotley	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP158	Additional provision for libraries	Sproughton	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP159	Additional provision for libraries	Stonham Aspal	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP160	Additional provision for libraries	Stowmarket	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term

IDP Project Unique Reference	Anticipated mitigation / Project	Settlements where preferred sites are located	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP161	Additional provision for libraries	Stowupland	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP162	Additional provision for libraries	Stradbroke	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP163	Additional provision for libraries	Sudbury & Great Cornard	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP164	Additional provision for libraries	Thurston	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term
IDP165	Additional provision for libraries	Woolpit	Desirable	Suffolk County Council	unknown	SCC and developer contributions from committed growth and from JLP growth	unknown	£216 / dwelling	CIL	unknown	unknown	Medium - long term

## Strategic Leisure Centres

IDP Project Unique Reference	Settlement	Leisure / Community Centre	Project description	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)	
IDP166	Debenham	Debenham Sport & Leisure Centre	To improve in-door health and fitness facilities (£50,000), access and car parking. (Funds for modifications to front car park and additional car parking at rear of building £90,000).	Desirable	Village Hall & Playing Field Trust	£140,000	Capital Investment by B&MSDC, CIL and other funds	£47,000 CIL fund approved in September 2020 towards a new car park to the rear of the leisure centre.	Unknown	CIL	Unknown	Unknown	Medium, Long Term	
IDP167	Hadleigh	Hadleigh Pool and Leisure Centre	Replacement of swimming pool and other improvements.	n/a – current project	Babergh District Council	£4m	Capital Investment by B&MSDC, CIL and other funds	£2,160,000 (B&MSDC)	n/a – current project	N/A	N/A	N/A	Short term – live project	
IDP168	Stowmarket	Mid Suffolk Leisure Centre	Investment options from the leisure strategy. Improve and expand health and fitness, swimming and outdoor facilities.	n/a – current project	Mid Suffolk District Council	£2.2m (from MSDC Growth and Efficiency Fund)	Open Space and Social Infrastructure (OSSI) Policy funding.  Invest to Save – B&MSDC providing capital with repayment by Leisure Operator.	Project plans at outline stage. Leisure management contract currently	£200,000 (OSSI)	n/a – current project	N/A	N/A	N/A	Short term – live project

IDP Project Unique Reference	Settlement	Leisure / Community Centre	Project description	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
						under review (to be completed by 2020).							
IDP169	Stradbroke	Stradbroke Swimming and Fitness Centre	Business case to be developed to consider future of the swimming pool and potential for expansion.	n/a – current project	Mid Suffolk District Council	Unknown cost. Leisure management contract currently under review (to be completed by 2020).	Invest to Save – B&MSDC providing capital with repayment by Leisure Operator.	Unknown	n/a – current project	N/A	N/A	N/A	Short term – live project
IDP170	Sudbury	Kingfisher Leisure Centre	Improve and expand swimming, health and fitness facilities.	n/a – current project	Babergh District Council	£2.5m	Capital Investment by B&MSDC and CIL funding	£2,356,000 Capital Investment by B&MSDC and £100,000 from CIL funding.	n/a – current project	N/A	N/A	N/A	Short term – live project – completion expected summer 2020.

## Provision of additional sporting facilities at existing Secondary Schools

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP71	Claydon	Claydon High School	To extend sports and recreation facilities available for community use. Considering f/s AGP, increased fitness & access to school facilities.	Desirable	South Suffolk Learning Trust	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	CIL / s106	Unknown	Unknown	Unknown
IDP172	Debenham	Debenham High School	Sporting facilities are independent from the school but shared with the school. Please see Debenham Sport & Leisure Centre in table above.										
IDP173	East Bergholt	East Bergholt High School	To extend sports and recreation facilities available for community use. (Current CIL bid of £40,000) to provide tiered seating in	Desirable	South Suffolk Learning Trust	£500,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/ unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
			main auditorium), subject to Community Use Agreement being put in place. Abbeycroft Leisure currently manage site outside school hours.				District Councils, central government funding (Sport England), National Lottery grants, etc.						
IDP174	Eye	Hartismere High School	To extend sports and recreation facilities available for community use. (Funds for new sports centre & modifications to existing main auditorium). Subject to CUA being put in place.	Desirable	Hartismere Family of Schools	£1.1m	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term
IDP175	Great Cornard	Thomas Gainsborough High School	To extend sports and recreation facilities	Desirable	Unity Schools Partnership	Unknown	Developer Contributions from potential	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
			available for community use.				JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.						
IDP176	Hadleigh	Hadleigh High School	To extend sports and recreation facilities available for community use.	Desirable	South Suffolk Learning Trust	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP177	Holbrook	Holbrook Academy	To extend sports and recreation facilities available for community use.	Desirable	Holbrook Academy	£100,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term
IDP178	Stowmarket	Stowmarket High School	Provision of a Compact Athletics Track with leisure centre agreement for shared use.	Desirable	Stowmarket High School	£150,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
							England), National Lottery grants, etc.						
IDP179	Stowupland	Stowupland High School	To extend sports, arts & cultural and recreational facilities available for community use. (Funds for improved outdoor changing rooms.	Desirable	John Milton Academy Trust	£250,000	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term
IDP180	Stradbroke	Stradbroke High School	To extend sports and & cultural and recreational facilities available for community use.	Desirable	Stradbroke High School	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils,	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
							central government funding (Sport England), National Lottery grants, etc.						
IDP181	Sudbury	Ormiston Sudbury Academy	To extend sports and recreation facilities available for community use.	Desirable	Ormiston Trust	Unknown	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
IDP182	Thurston	Thurston Community College	To extend sports and recreation facilities available for community use. Opportunity to include increased sports	Desirable	Thurston Community College	£20,000 for Thurston Sixth, Beyton Campus from OSSl (Open Space and Social Infrastruct	Developer Contributions from potential JLP site allocations (CIL or s106). Other funding may include direct capital	Unknown	Unknown	Unknown	Unknown	Unknown	Medium, Long Term

IDP Project Unique Reference	Settlement	Secondary School	Project description, and evidence source	Priority (Critical, Essential, Desirable)	Lead Provider	Project cost where known/unknown	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
			facilities at site subject to planning decision regarding the school expansion. New f/s AGP (School) plus skatepark (Parish) Possible reopening of outdoor pool & facility improvement programme at Beyton Campus (6 <sup>th</sup> form).			ure) Policy funding. (Subject to Community Use Agreement (CUA) being put in place.)	contribution from the District Councils, central government funding (Sport England), National Lottery grants, etc.						

## WASTE

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Funding Sources	Identified Funding	Use of agreed cost multipliers	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP183	New provision for Ipswich Portman's Walk HWRC	Ipswich Area	Essential	Suffolk County Council	£3.25m	SCC and developer contributions from committed growth and from JLP growth and neighbouring authorities	unknown	£255,750	CIL	unknown	SCC Capital Budget / Capital asset from existing facilities / SCC borrowings	Medium - long term
IDP184	Relocation of Stowmarket HWRC	Stowmarket Area	Essential	Suffolk County Council	£4m	SCC and developer contributions from committed growth and from JLP growth	unknown	£562,870	CIL	unknown	SCC Capital Budget / Capital asset from existing facilities / SCC borrowings	Medium - long term
IDP185	New provision for Sudbury HWRC	Sudbury Area	Essential	Suffolk County Council	£3.25m	SCC and developer contributions from committed growth and from JLP growth	£150,184 (s106 from Chilton Woods Development)	£116,490	CIL	unknown	SCC Capital Budget / Capital asset from existing facilities / SCC borrowings	Medium - long term

## GREEN INFRASTRUCTURE AND OPEN SPACE

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated Cost	Funding Sources	Identified Funding	Agreed cost multiplier	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP186	Recreational disturbance Avoidance Mitigation Strategy (RAMS)	Zone A of the RAMS	Essential	Babergh and Mid Suffolk District Councils, Ipswich Borough Council and East Suffolk Council (under the Recreational disturbance Avoidance Mitigation Strategy (RAMS))	n/a	Developer contributions from committed growth and from JLP growth B&MSDC and neighbouring authorities	unknown	£121.89 per dwelling	S106	n/a	n/a	Medium - long term

## WASTE – Babergh and Mid Suffolk District Council Depots

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated Cost	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP187	Fuel tank for Waste Fleet HVO Biodiesel, above ground storage tank, Stowmarket Depot	Stowmarket	Desirable	MSDC	£50,000	Developer contributions	unknown	£50,000	CIL	£0	N/A	Short Term
IDP188	Fuel tank for Waste Fleet HVO Biodiesel, above ground storage tank, Chilton Depot	Chilton	Desirable	BDC	£50,000	Developer contributions	unknown	£50,000	CIL	£0	N/A	Short Term

## COMMUNITY INFRASTRUCTURE – Community Safety

IDP Project Unique Reference	Anticipated mitigation / Project	Settlement / Area	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated Cost	Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP189	CCTV Hadleigh and Sudbury	Hadleigh and Sudbury	Desirable	BDC	£150,000	Developer contributions	unknown	£150,000	CIL	£0	N/A	Short Term