

# Suffolk's Growth Framework

October 2019

Suffolk **G**rowth **P**rogramme **B**oard

Delivering Growth through Partnership



## Foreword

Over the past two years Suffolk public sector partners have worked to develop our approach to planning and delivering growth. We want residents and businesses to understand where, and how much, development is proposed to take place; alongside the actions we will take to deliver the homes, jobs, skills, infrastructure and communities that we need.

Our approach is rooted in our places. Our aim is to secure investment in our infrastructure that supports the delivery of sustained economic growth for Suffolk. Through our actions we will respond to the Government's ambition to increase the nation's overall prosperity and aim to distribute growth more equitably across our communities.

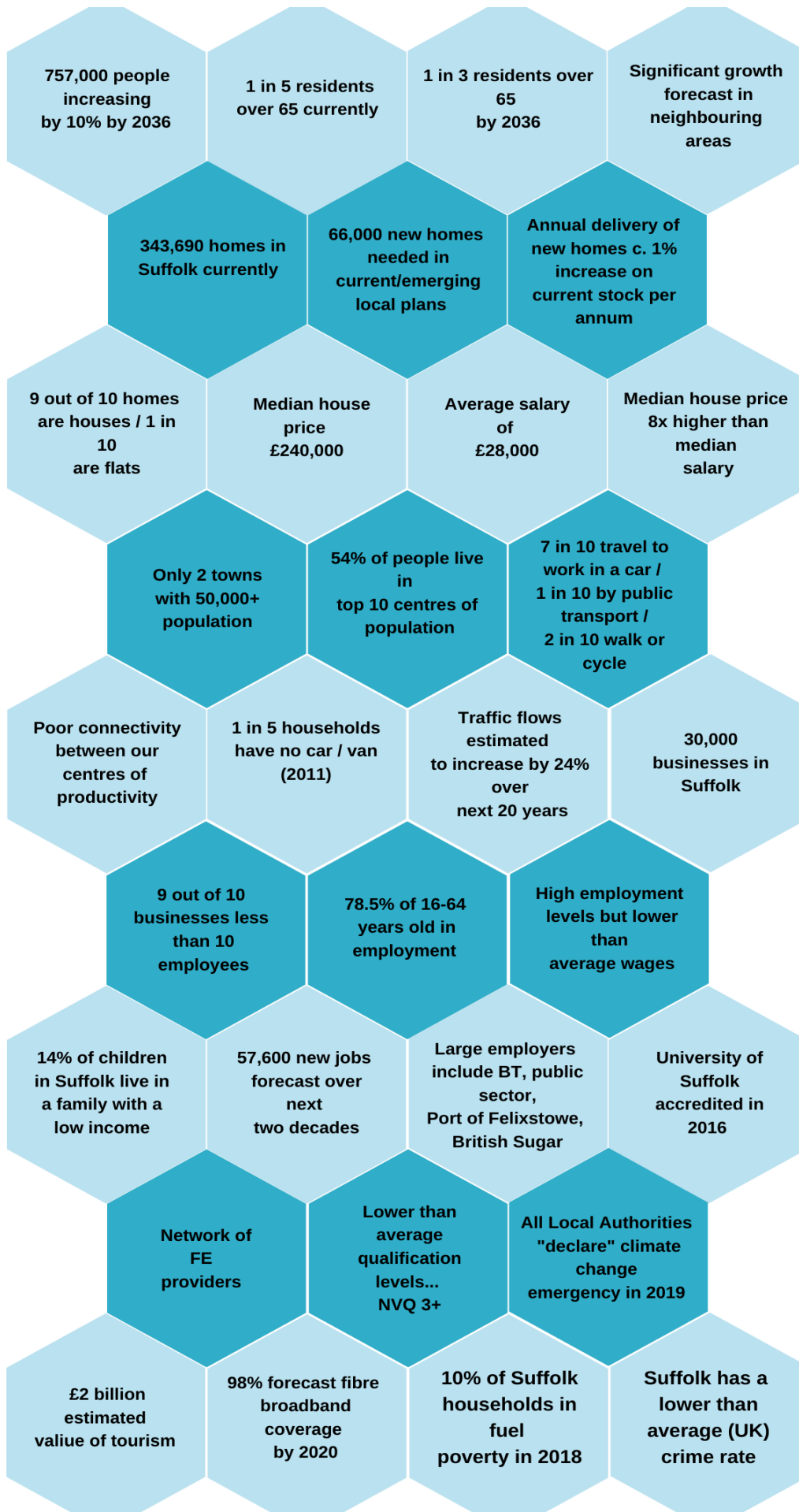
This Growth Framework:

- Sets the current context for growth in Suffolk and identifies the challenges we face.
- Provides links to our Local Plans and economic strategies detailing the spatial pattern of future development and communities.
- Presents the national, regional and local approaches to planning for and delivering economic infrastructure and lists the key projects needed to support Suffolk's residential and business growth and deliver the major investments that will shape Suffolk in the decades to come.
- Provides a reference point for business cases that are needed to secure investment.

This Growth Framework has been agreed by Suffolk Public Sector Leaders, the University, the Suffolk Chamber of Commerce and New Anglia Local Enterprise Partnership (NALEP).

But this Growth Framework is only the beginning. It provides a single, concise summary of the work being taken forward to plan, coordinate and deliver growth across Suffolk. Furthermore, it enables us to engage with communities, partners and Government with a clear and consistent message of how investment in our infrastructure will enable Suffolk to meet future growth needs.

We are publishing our Growth Framework as a platform from which we can move forward and deliver our long-term vision for Suffolk with our public sector partners. During 2020 we will be working to define this vision and set out our shared ambitions for the coming decades.



## Introduction

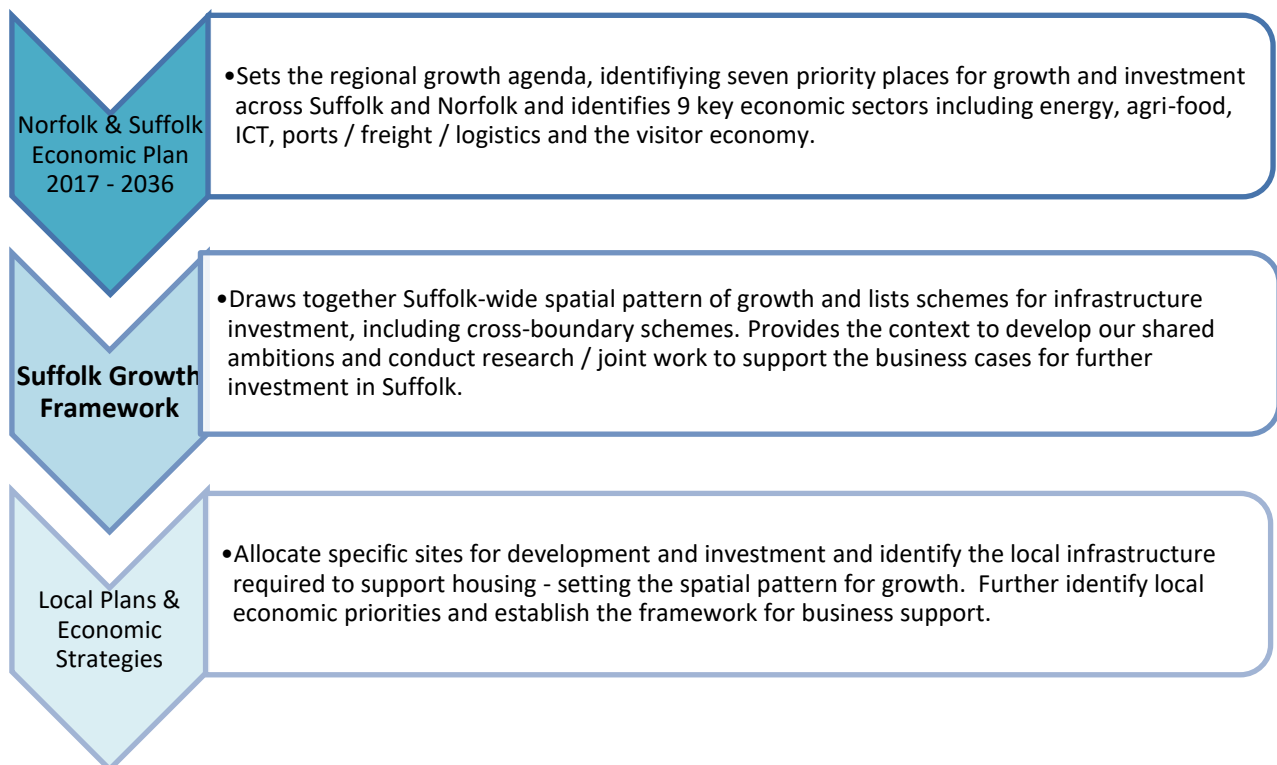
Located in the east of England, Suffolk is a diverse county covering over 3,000 km<sup>2</sup> with a population of approximately 757,000. In terms of land mass, Suffolk is the 8<sup>th</sup> largest county in England (out of 48), clustered with Kent, Hampshire and Somerset, but with one of the smallest populations (rank 32 of 48), roughly equivalent to Dorset and Northamptonshire.

As a predominately rural county with an extensive coastline and only two towns of 50,000+ population (a key cut-off criterion for much of Government's funding); Suffolk has to address the challenge of managing the relationship between development pressures and maintaining and enhancing our natural environment. We are looking to support and deliver well planned development enabled by investment in much needed infrastructure and improve access to our facilities, services, and training and employment opportunities for all our residents.

Across the public sector it is important to ensure our growth ambitions are aligned, that is, our aims at local, county and regional level are complementary. In the absence of this alignment, there is a significant risk we will fail to achieve our ambitions, and further each organisation / intervention will operate in isolation delivering only minimal impact.

The Norfolk & Suffolk Economic Plan, agreed by all Suffolk Leaders in November 2017, remains the core of our strategic approach to economic growth. Once agreed by Government the Local Industrial Strategy (LIS) for this region will enhance our commitment to three key opportunity areas (clean energy, agri-food, ICT & creative digital).

At a Suffolk level this Growth Framework provides a platform for Suffolk partners to develop and promote a Suffolk-wide agenda that aligns with our regional priorities.



## Suffolk – facts & figures

### People & households

- Total population of 757,000 with a forecast increase of 10% by 2036.
- Relative to the rest of the UK Suffolk has a higher proportion of residents that are over 65 and this proportion is forecast to increase over the next 20 years: currently 1 in 5 residents in Suffolk is over 65 and this is forecast to increase to 1 in 3 by 2036.

### Homes & affordability

- There are approximately 340,000 homes in Suffolk. Nearly 9 in 10 homes are a house or bungalow, and the rest are flats or apartments<sup>1</sup>.
- 85% of these dwellings are privately owned with the remainder split between housing association and local authority ownership.
- The median house price in the county is £240,000<sup>2</sup> (2018), roughly eight times the annual salary.
- Working within the Government's new approach to determining the number of homes needed in each location across England<sup>3</sup>, Suffolk's district and borough councils will allocate land to deliver 66,015 new homes within current Local Plans. In line with our Local Plans our existing centres of population will be the focus for the delivery of homes.
- As with other areas of the UK, Suffolk has suffered from significant under-delivery of new homes over the past decades. Across the five district / borough council areas recent delivery has ranged from a low of 40% against need to a high of 80%<sup>4</sup>.
- While lower than the UK average (17%), Suffolk has 14% of children living in a family with a *low income*.
- One in ten households experience fuel poverty, with notable increases recorded in Ipswich and the former Waveney area between 2015 and 2016.

### Businesses & jobs

- Our local economy is growing faster than other areas with high employment and some growth businesses, but wages and productivity remain lower than the national average.
- Suffolk has over 33,000 registered businesses with agriculture, arts / recreation, public administration, transport / storage and retail all having a high number of firms.
- A total of 336,600 (12 months to Sep 2018) residents between the ages of 16-64 are in employment earning an average salary of £27,891 (in 2018).
- Our average level of gross value added (GVA)<sup>5</sup> is £31.20 per hour, higher than the East of England average (£30.20) but lower than the national level (£32.60)<sup>6</sup>.
- Anticipated that 20% of national workforce of engineers will retire by 2026, exposing the energy sector to workforce issues. Approximately 20% of all HGV drivers will retire within the same period, putting significant pressure on our logistics and distribution sector.

<sup>1</sup> - <https://www.healthysuffolk.org.uk/jsna/state-of-suffolk-report/sos19-where-we-live>

<sup>2</sup> Suffolk Observatory, Q4, 2018

<sup>3</sup> Para 60 of the NPPF 2018 states 'To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.'

<sup>4</sup> Based on AECOM work undertaken as part of the strategic planning & infrastructure framework evidence report

<sup>5</sup> GVA measures the value of goods and services produced in an area

<sup>6</sup> All GVA figures provided by Grant Thornton 2018

## Major investment in Suffolk

- Sizewell C: proposed nuclear energy station to provide up to 7% of the UK's electricity. Will generate up to 4,000 jobs and significant contracts for local suppliers.
- Off-shore wind / renewables: number of schemes currently being built / proposed including East Anglia wind farm that could power over 5 million homes. Will bring job opportunities (over 3,500) and make the sector worth c.£3bn to Suffolk by 2020.
- BT Adastral Park: home of BT's global R&D HQ and a cluster of 130 high tech companies employing some 3,700. Contribution of £2.7bn to the region's economy with recognition of further growth to come.
- Ports of Felixstowe / Lowestoft / Ipswich: significant expansion plans at Felixstowe, currently receiving over 40% of all UK containerised imports and c.1/3 of all exports. Lowestoft master plan in development with further growth forecast at both this site and Ipswich.
- Port of Felixstowe is one of only three deep water ports in the UK.

## Our places, neighbours & connectivity

- The top 10 centres of population in Suffolk are home to 54% of our population yet only two of these towns (Ipswich & Lowestoft) have populations of 50,000+: a critical cut-off mark for much of Government's funding.
- Suffolk has a higher than national use of the private car as the main means of transport and a lower use of public transport. However, 18% of our households (2011) did not own a car / van.
  - Car use in Suffolk and Norfolk 75% of all trips / 73% nationally (all numbers rounded).
  - Bus use 4% compared to 5% nationally.
  - Train use 2% compared to 5% nationally.<sup>7</sup>
- To deliver for our disparate and ageing population, we must make sure our towns and villages are well connected (both transportation networks and digital communication coverage) and function as centres of service delivery; e.g. medical care, social services, leisure and education/training, providing for a disparate population.
- We have slower journey times between Suffolk's centres of population than from Suffolk to major cities (e.g. London / Norwich / Cambridge).
- Relative to other areas of the UK Suffolk has a lower than average crime rate
- Our neighbours have plans for significant growth over the next two decades and we want to work with them in improving the connectivity between Ipswich – Norwich – Cambridge triangle and improving our connectivity to London – allowing Suffolk to benefit from our proximity to these areas and further boost our economy and key locations for investment.

## Skills & training

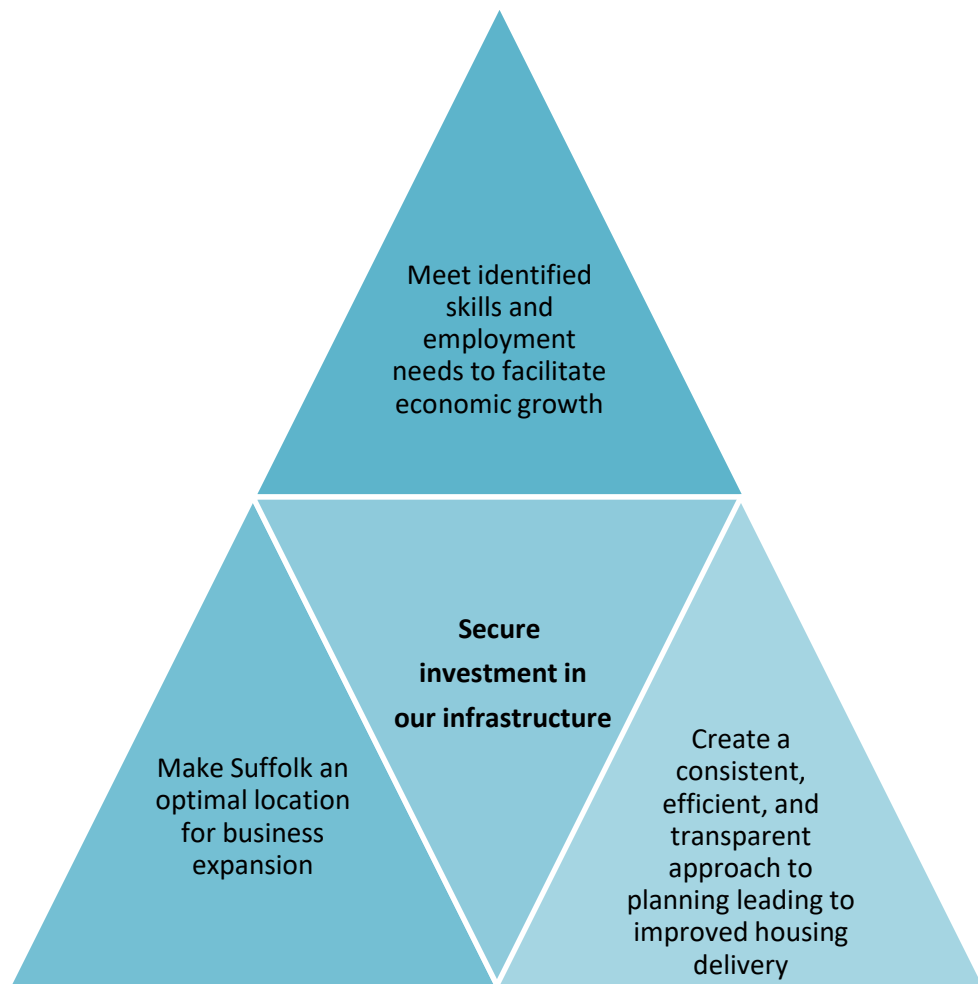
- We have a well-established network of FE providers offering a range of curriculum with significant investment to develop our expertise and range of provision in:
  - Energy, maritime and related sectors through the building of an Energy Skills Centre at East Coast College (Lowestoft).
  - New campus for STEM innovation (at West Suffolk College) which opened in autumn 2019.
  - Rural areas, through course provision in Leiston, offering vocational teaching from a new facility
- University of Suffolk accredited in 2016 and recent economic impact report identified a one-year contribution of £103m GVA to the UK economy with £56m of this in Ipswich.
- But our NVQ achievement levels remain lower than the national average.

<sup>7</sup> Car use for Suffolk & Norfolk = 74.7% of all trips / England average = 73.1% / Bus use: 4.1% to England average of 4.9% / Train use: 1.8% to England average of 4.6%

In Suffolk we need more investment in our infrastructure and through this investment unlock development opportunities that will deliver our shared growth ambitions. The Suffolk Growth Programme Board (SGPB)<sup>8</sup> leads on shaping and delivering the shared growth agenda across Suffolk and is taking forward work to:

- create a consistent, efficient, and transparent approach to planning, ensuring we work in partnership with our communities and the development industry (e.g. housebuilders) in order to deliver new homes and shape our places;
- meet identified skills and employment needs in all our key sectors and work with our Further and Higher Education (FE/HE) and wider training providers to ensure those in work and entering the work force have the skills needed to benefit from the growth opportunities of the future;
- make Suffolk an optimal location for business expansion by supporting businesses through providing the space needed for growth and supporting sectors through specific initiatives to provide support, finance and advice.

### Suffolk Growth Programme Board – Aims



---

<sup>8</sup> The Suffolk Growth Programme Board brings together public sector partners including Suffolk County, Babergh & Mid Suffolk Districts, East Suffolk District, West Suffolk District, Ipswich Borough, the Suffolk Chamber of Commerce, New Anglia Local Enterprise Partnership and the University of Suffolk, who together take forward the shared growth agenda in Suffolk.

## Suffolk's growth areas

Priority areas for Suffolk, as agreed in the Norfolk & Suffolk Economic Plan are:

- Ipswich and the surrounding area
- The East-West road and rail transport corridor
- The Suffolk Energy Coast from Lowestoft to Felixstowe

Additional areas for growth identified in our adopted / draft local plans and our national investment bids are focused around our major transport corridors, include:

- A140 corridor running from Needham Market in the south, crossing the A1120 and onto Eye.
- Southwest Suffolk, focused on the market towns of Haverhill, Sudbury and Hadleigh.
- West Suffolk, focused on the areas surrounding Mildenhall.

Growth area	Main transport improvements	Alignment with regional priority places & local economic strategy aims
		(note: the transport improvements often align with one or more aims)
Ipswich & surrounding area	A14 Junction improvements	Ipswich to grow as main employment centre in Suffolk, benefitting from connectivity to London / Norwich and developing as an educational / cultural hub for the county.
	A12 East / Woodbridge junction improvements	Recognition of key role the Port of Felixstowe delivers for the UK, handling +40% of all containerised traffic with significant potential to expand and offer resilience in a post Brexit economy.  Expansion of Suffolk's digital / communications sector building on BT's presence at Adastral Park and the expanding cluster of 125+ high tech firms around Ipswich.
East West road & rail corridor	Felixstowe to Nuneaton freight line	Recognition of key role the Port of Felixstowe delivers for the UK, handling +40% of all containerised traffic with significant potential to expand and offer resilience in a post Brexit economy.
	A14 Junction improvements	Increased regional connectivity through Improved rail frequency, speed and resilience on Ipswich to Cambridge and Norwich/Ipswich to London passenger rail journeys.
	East West Rail – Eastern Section	Access to and connection between our business parks including Suffolk Business Park (Junction 45), Gateway 14 (J.50) and Ransomes (J.57). Development of a technology hub in Stowmarket.
	Ely Area Capacity Improvements	
	Haughley Junction (rail)	Connection between and promotion of Suffolk's FE training centres enabling greater access to skills and qualifications.  Further promotion of the horse racing and breeding industries centred at Newmarket - a global centre of excellence for the equine sector.



<b>Growth area</b>	<b>Main transport improvements</b>	<b>Alignment with regional priority places &amp; local economic strategy aims</b> (note: the transport improvements often align with one or more aims)
<b>Suffolk Energy Coast</b>	A12 improvements  Lake Lothing Third Crossing	Development of the all-energy coast along Suffolk's eastern edge with the potential to provide over 1/3 of all UK energy needs through clean energy generation / distribution and improving transport connectivity to support (proposed) Sizewell C development.  Further regeneration and development in Lowestoft, benefitting from significant investment in the off-shore renewables sector and Port of Lowestoft future plans. Includes piloting 100% ultrafast broadband to all premises.
<b>A140 corridor</b>	Eye Roundabout A140 / A1120 junction  Haughley Junction (rail)	Expansion of Eye industrial area and access to Suffolk's agri-tech / agri-food industry.  Improved vehicle and passenger rail reliability on north / south roads and rail routes / stations (Ipswich, Needham Market, Stowmarket & Diss (serving Suffolk & Norfolk).
<b>Southwest Suffolk</b>	A1307 corridor / connectivity to Cambridge	Current poor connectivity between Haverhill to Cambridge (as one of the East's regional centres of growth). Future development of Suffolk's market towns and south Suffolk economy based in Hadleigh, Sudbury and Haverhill mean improved transport solutions for the area need to be considered.
<b>West Suffolk</b>	A11 improvements	Connectivity to the A11, through improvements in the Fiveways Junction as well as the surrounding area, will enable greater growth along the Tech Corridor to the West of Suffolk.  Improvements in access to Newmarket that support the forecast growth in Suffolk's global centre of excellence for the equine / bloodstock industry are also needed.

## **Local plans**

Each District and Borough Council across Suffolk produces a Local Plan which sets out their response to population change, employment needs, socio-economic patterns and infrastructure requirements; and sets out the scale and location of allocated development. Local Plans are reviewed on a regular basis and as such they provide the best guide to how an area is likely to be developed in the future. Each Local Plan can be accessed by clicking on the link in the table overleaf.

Local Plans in Suffolk <sup>9</sup>		
Local Plan name / coverage	Type of Document & Timescale	Progress
<a href="#">East Suffolk Council – (Waveney)</a>	Local Plan 2014 – 2036	Adopted March 2019
<a href="#">East Suffolk Council – (Suffolk Coastal)</a>	Local Plan 2016 – 2036	Currently being Examined by the Planning Inspectorate. Anticipate adoption in early 2020
<a href="#">Ipswich Borough Council</a>	Local Plan to 2031 (ext. to 2036)	Adopted plan to 2031 & under review to extend to 2036 and align with SCDC & BMSDC's new plans. Anticipate adoption in late 2019 / early 2020.
<a href="#">Babergh District Council / Mid Suffolk District Council</a>	Joint Local Plan 2014 – 2036	Currently in development and working with SCDC / IBC to ensure alignment. Anticipate adoption in late 2019 / early 2020.
<a href="#">SCDC / IBC / BMSDCs</a>	Statement of Common Ground 2018 - 2036	In line with Government policy 4 areas have agreed a draft SoCG setting out shared priorities that will be reflected in individual Local Plans
<a href="#">West Suffolk Council - Forest Heath</a> <a href="#">West Suffolk Council - St Edmundsbury</a> <a href="#">West Suffolk Council – St Edmundsbury review</a>	Local Plan to 2031	<p><b>West Suffolk Council Local Plans</b></p> <ul style="list-style-type: none"> <li>• Covering the former Forest Heath DC area <ul style="list-style-type: none"> <li>○ Core Strategy (adopted 2010)</li> <li>○ Core Strategy - Single Issue Review Policy CS7: Overall housing number and distribution (Adopted September 2019)</li> <li>○ Site Allocations Local Plan (Adopted September 2019)</li> <li>○ Joint Development Management Policies (adopted 2015)</li> </ul> </li> <li>• Covering the former St Edmundsbury BC area <ul style="list-style-type: none"> <li>○ Core Strategy (adopted 2010)</li> <li>○ Bury St Edmunds, Haverhill and Rural Vision Documents (adopted 2014)</li> <li>○ Joint Development Management Policies (adopted 2015)</li> </ul> </li> <li>• West Suffolk district wide Local Plan <ul style="list-style-type: none"> <li>○ Work has started on the West Suffolk Local Plan, issues and options is programmed for January 2020 with adoption anticipated by 2023.</li> </ul> </li> </ul>
<a href="#">Suffolk County Council</a>	Minerals & Waste Plan	Anticipate Examination in 2019 and then adoption in 2020

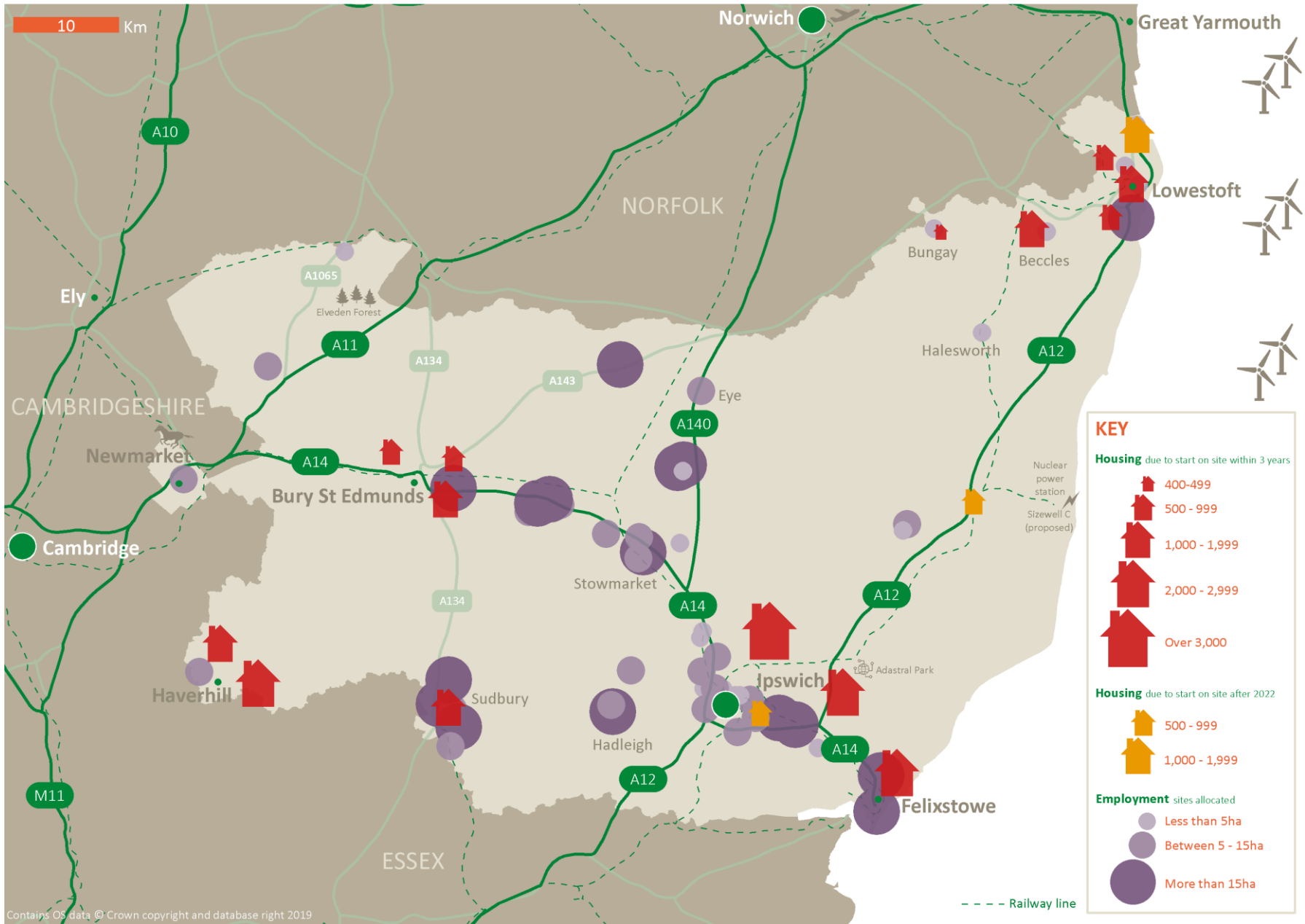
Taken together **these plans set the spatial pattern of development for Suffolk over the coming decades.** They identify where development will be prioritised through sustainable growth, in both our rural and urban areas, and crucially set out how we will protect and enhance our environmental and landscape assets.

The map overleaf shows the largest employment and housing sites as allocated in our current Local Plans – we have only shown those sites where a minimum of 400 homes will be delivered over the next plan period (up to 2036). A number of our key sites benefit from Enterprise Zone status, including six branded

<sup>9</sup> The Broads Authority is the Local Planning Authority for its area which extends over parts of 6 districts in Norfolk and Suffolk. In Suffolk, part of East Suffolk Council area is the Broads Authority Executive Area. <http://www.broads-authority.gov.uk/planning/planning-policies/development>

as *Space to Innovate* – a Norfolk / Suffolk initiative to support our key sectors of agri-tech, food and health; energy; the green economy; and digital and creative industries.

Further detail on each site is given in the appendix.



## Local economic priorities

Each of the District and Borough Councils produces a Local Economic or Growth Investment strategy which sets out their key economic strengths and challenges – these strategies can be accessed by clicking on the name of the local authority in the table below.

Local Economic priorities	
<p style="text-align: center;"><a href="#"><u>East Suffolk Council</u></a></p> <p>Within a strong place-based dimension, promote internationally significant assets including Sizewell / Energy Coast &amp; world leading renewables sector / BT research HQ and ICT cluster at Adastral Park / Port of Felixstowe, receiving over 40% of all container traffic into the UK.</p> <p>Support entrepreneurs and entrepreneurship in East Suffolk.</p> <p>Encouraging established businesses to invest and grow.</p> <p>Attracting inward investment to East Suffolk, focused around existing and emerging sectors and supply chains.</p>	<p style="text-align: center;"><a href="#"><u>West Suffolk Council</u></a></p> <p>Investment priorities are to:</p> <p>Ensure connections, both digital and transport, are in place to drive forward growth that benefits West Suffolk and UK plc.</p> <p>Attract business and innovation to increase salary levels and mix of jobs to grow the economy.</p> <p>Invest in local places by building on their unique qualities.</p> <p>Promote education and training to create opportunities for all.</p>
<p style="text-align: center;"><a href="#"><u>Babergh and Mid Suffolk</u></a></p> <p>Focus on regeneration of Stowmarket &amp; Sudbury as centres for investment.</p> <p>Key market towns strategy to promote investment.</p> <p>Develop and expand the visitor economy.</p> <p>Develop a Technology Hub.</p> <p>Develop employment opportunities at Eye Airfield.</p>	<p style="text-align: center;"><a href="#"><u>Ipswich</u></a></p> <p>Largest centre of employment in Suffolk and one of England's fastest growing urban centres.</p> <p>Promote Ipswich as a prominent and sustainable place to invest and grow business.</p> <p>Stimulate a successful Town centre and retail experience.</p> <p>Inspire Ipswich to be best place to live, work, learn and visit.</p> <p>Prioritise Ipswich's strategic infrastructure.</p>

From a review of the full plans and reflected in the summary above, it is clear there is a shared ambition across Suffolk to:

- Focus on Suffolk's unique places; investing in our market towns and place-based regeneration and development initiatives.
- Grow and develop our business base; through the development of facilities (e.g. Technology Hubs); improving skills levels
- Support our economic sectors; including culture / leisure / tourism (all); equine and bloodstock (West); insurance and finance (Ipswich); advanced manufacturing & engineering/ marine and energy sectors (East, Babergh, Mid Suffolk); agriculture / food & drink (all).
- Invest in our key strategic infrastructure assets.

## Suffolk's infrastructure need

**In this Growth Framework we are focusing on *economic infrastructure* – that is transport networks, utilities, digital communications, water / wastewater, energy and waste / recycling facilities.**

Local authorities also work together to provide *social infrastructure* – that is schools, community facilities (e.g. libraries) and green space. All Local Plans have Local Infrastructure Delivery Plans (IDPs) that set out the need and timescale for the delivery of this social infrastructure.

We want to ensure that we have the right economic infrastructure in place at the Suffolk level to support growth and development in a managed way and meet national and local environmental objectives through improved methods of transport and use of our natural resources.

In determining the need for infrastructure, we have to consider how our resident population will change: e.g. population growth (or decline); household formation and location of new homes; transport methods and frequency of travel; along with our business and wider economy needs: such as the construction and operation of off-shore wind farms; and the delivery of new business parks / commercial premises.

**SGPB will lead on the development of a comprehensive Suffolk wide infrastructure delivery plan by 31<sup>st</sup> March 2020 – setting out our aims and objectives, our approach to reducing our carbon emissions, and the projects that we will look to take forward over the coming decade.**

Our Growth Framework sets out the start point for this Plan, identifying who is responsible for infrastructure delivery, how investment is planned and our initial list of priorities.

### ***Infrastructure planning & funding – who does what?***

The table overleaf summarises the roles and responsibilities for delivering economic infrastructure in England.

At a UK level the National Infrastructure Commission (NIC) undertakes a national assessment of infrastructure need once a Parliament. The Commission then make recommendations to Government on where and when investment should take place.

Published in 2016 the National Infrastructure Delivery Plan brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. This was reflected by the government's commitment to invest over £100 billion by 2020-21, alongside significant ongoing private sector investment in our infrastructure.

Government departments then have further investment plans and strategies that set out how / when they will invest in specific projects, e.g. Department for Transport's Route Investment Strategy.

At a regional level, e.g. East of England and / or New Anglia geography there are a number of different plans / strategies that set out the need for investment in our infrastructure, e.g. Water Resources East's emerging strategy, the work of Transport East, the sub-national transport body for the region.

Suffolk County Council is the Transport Authority for the area and the Lead Local Flood Authority. SCC works closely with Suffolk's District and Borough Councils to plan, invest and deliver the infrastructure Suffolk needs. Districts / Borough's invest in infrastructure through funds secured through Section 106 planning agreements and Community Infrastructure Levy (CIL).

UK Government							
National Infrastructure Commission							
Prepares national infrastructure assessment (once a Parliament) and advises Government on investment priorities							
Infrastructure type (Gov't department)	Ports	Roads (Department for Transport)	Rail (Department for Transport)	Water (Department for Environment, Food & Rural Affairs)	Energy (Business, Energy & Industrial Strategy)	Digital Communication	Waste / Recycling
Operation / maintenance of national network	No national network	National network of motorways / A roads  Highways England	National  Network Rail	No national network	14 regional distribution networks in UK – that “use” the national grid  UKPN own, operate, manage East of England	BT fibre network	No national network
Service providers / users	Private companies  (e.g. Hutchinson Ports / ABP Ports)	Private passenger vehicles / Buses  Freight companies	Regional train franchises  Greater Anglia Freight operators	Private Companies  Anglian Water Essex & Suffolk Water	Energy generation companies  EDF Scottish Power	Mobile operators / Broadband providers	Local authorities / private firms
Approach to strategic planning & current plan timelines	Port specific developments	5 yearly funding cycles RIS / MRN / LLM  2020 - 2025	5 yearly funding cycles  Control Period 6 2019 - 2024	5 yearly Asset Management Plans / Water Resources Management Plans 2020-2025	UKPN Business Plan – up to 2023  Regional Development plans for specific areas	No national plan – UK Gov't target of nationwide full fibre coverage by 2023	2013 Waste Mgmt Plan
Regional groups – prioritisation / project delivery		Sub national Transport Bodies  <b>Transport East (currently developing a regional strategy)</b>	Lobby groups / taskforces  - Ely Area Improvements - GEML Taskforce - East West Rail	Regional private /public partnership  <b>Water Resources East – (currently developing a regional strategy)</b>	Regional energy hubs (5 across England, funded by BEIS)  <b>Local Energy East</b>		Local authority driven investment based largely on housing need / business development
Suffolk plans / projects		Local Transport Plan  A14 & A1307 Chamber led lobby groups			Local projects to develop site generation / contribution to grid	County wide lobbying / implementation  Better Broadband	11 sites in Suffolk, managed by FCC on behalf of SCC (until 2027)
Districts / Borough	Local authority specific projects S.106 / CIL funding						

The following table summarises Suffolk’s investment plans within each of these economic infrastructure types.

Planning for Infrastructure in Suffolk
<p><b>Roads</b></p>
<p>Highways England, established in 2015, operates / maintains motorways and major A roads. HE introduced a new strategic planning and funding approach through Route Investment Strategies (RIS). RIS 1 operated 2015 – 2020 with an announcement on RIS 2, 2020 – 2025, expected in the autumn.</p> <p>Department for Transport (DfT) introduced planning and funding for the Major Route Network (MRN) in 2018 to cover <i>economically important local authority A roads</i>, alongside the <i>large local majors</i> programme. Both these funding streams will run in 5 yearly cycles aligned to RIS cycles.</p> <p>Suffolk’s priorities for road investment are:</p> <ul style="list-style-type: none"> <li>- RIS 2 funding for key junction improvements on the A14 as part of the <b>UK’s Strategic Route Network (SRN)</b> and Britain’s Premier Trade Route connecting the Port of Felixstowe with the rest of the UK. As well as long term improvements to the A11 Fiveways and adjacent grade junctions.</li> <li>- A Third crossing at Lake Lothing in Lowestoft is in development and has secured £73m from DfT. Securing the remaining funding (up to £27m) is the priority for Suffolk in the next 12-18 months.</li> <li>- Investment in the A140 and A12 as part of the <b>UK’s MRN</b> – MRN bids include funding for A140 / A1120 interchange and A12 junction improvements to the east of Ipswich and at Woodbridge.</li> <li>- This will include the delivery of a two-village bypass as part of the Sizewell C construction funded by EDF with additional funding to be sourced</li> <li>- A transport solution for Haverhill, either improvements to the A1307 or the Cambridge Autonomous Metro.</li> <li>- Additional investment in routes to the north of Ipswich</li> <li>- Sustainable transport improvements (cycle ways and pedestrian routes) across Suffolk</li> </ul>
<p><b>Rail</b></p>
<p>Network Rail receives funding from the Government in 5 yearly cycles known as Control Periods. The current period finished in March 2019 with the next one running until March 2024.</p> <p>Rail priorities in Suffolk are:</p> <ul style="list-style-type: none"> <li>- Concluding the delivery of improvements to the Felixstowe branch line.</li> <li>- Securing DfT investment to upgrade Haughley Junction from a single to a double track</li> <li>- Securing investment in the development of East West Rail (Eastern Section) – delivering a strategic railway connecting East Anglia with Central, Southern and Western England</li> <li>- Ely Junction: outside Suffolk but improvements (both rail &amp; level crossings) critical to ensure access from Port of Felixstowe onwards to Midlands / rest of UK.</li> </ul>
<p><b>Digital communications infrastructure</b></p>
<p>Digital and broadband investment is overseen by BEIS.</p> <p><b>Better Broadband for Suffolk</b></p> <p>Under the government’s "Superfast Extension Programme", we now have a contract in place for Openreach to extend fibre broadband coverage to 98% of all Suffolk premises by 2020. Beyond this, we are committed to reaching 100% superfast broadband coverage in Suffolk as quickly as possible.</p> <p><b>The Suffolk Cloud</b></p> <p>The Suffolk Public Sector Cloud project being coordinated by Suffolk County Council (SCC) is managing the installation by MLL Telecoms in partnership with CityFibre of ultrafast (fibre to the premises) broadband to all public sector premises across 10 towns in Suffolk – Lowestoft, Felixstowe, Woodbridge, Bury St Edmunds, Haverhill, Ipswich, Mildenhall, Newmarket, Stowmarket, Sudbury.</p>



## Water & Wastewater

Water is supplied by the private sector with Anglian Water and Essex and Suffolk Water operating in our region. By 2039 forecast demand for public water supply will reach 4,000 mega litres a day – equivalent to 2,000 Olympic sized swimming pools every day.<sup>10</sup>

Investment is planned on a 5-yearly cycle through Asset Management Plans (AMPs) and Water Resources Management Plans. Emerging projects in the East include: a network of strategic transfers to better manage our water resources / potential desalination and water re-use sites on the east coast / new storage capacity in the Lincolnshire area. SGPB is now working closely with Water Resources East (WRE), a private / public partnership of water companies, local authorities, businesses, stakeholders (e.g. NFU) and others to ensure a safe and sustainable supply of water for the East. The group is one of five regional groups established by Government (Defra).

Key projects in Suffolk are:

- South Essex RZ Transfer (2025-2030)
- River Lark flow augmentation (2025-2030)
- Individual projects identified to improve waste water treatment works and upgrades to water sources
  - o Forest Heath: New or improved sewers and upgrades to pumping stations.
  - o Ipswich Cliff Quay waste water treatment works expansion.
  - o Mid Suffolk / Haverhill wastewater treatment expansion.
  - o Suffolk Coastal / Woodbridge - waste water treatment expansion.
  - o Suffolk Coastal / Adastral Park - connection to Woodbridge WRC or invest in upsizing the existing sewerage infrastructure to accommodate the additional flows.
  - o Waveney all towns - upgrade to sewer networks.
  - o Anglian Water's proposals for a new wastewater treatment centre at Little Wratting

## Energy

Electricity is generated from different sources. Once generated it is distributed via the National Grid and regional power companies, in Suffolk this is UKPN. We need to ensure that grid connections are in place to enable new residential and employment sites to come forward for development in a timely and financially viable way. We want to work with UKPN to develop a regional investment strategy to **ensure grid capacity can meet future demands, both domestic and business and reflect the changing nature to transport.**

Proposals for future investment by UKPN are:

- Felixstowe, new grid
- Red Lodge new Primary Sub-Station
- Brandon Substation upgrade
- Parker Avenue Grid Sub-Station upgrade, Suffolk Coastal
- Highfield Primary Sub-Station upgrade
- Chiltern Leys, Stowmarket, New Primary Sub-Station upgrade

Local Energy East (LEE) is undertaking several feasibility studies to identify additional sites that may require grid upgrades to make them viable for development. This includes West Suffolk, Eye airfield, Felixstowe and Gateway 14 sites.

Priorities for gas improvements are in:

- Framlingham
- Adastral Park
- Needham Market

## Waste

Suffolk has a network of 11 waste / household waste recycling centres. Improvements /new facilities are planned in:

West Suffolk Operation, Bury St Edmunds – due to open late 2019

East Ipswich Waste Transfer Station – to replace Portman's Walk site, currently in planning

Household Waste Recycling Centre Improvements at Haverhill / Mildenhall / Stowmarket (new facility) / Sudbury / Ipswich (Foxhall)

Suffolk County Council has allocated further capital funding for provision of waste transfer stations and decisions on these will be taken as demand increases.

<sup>10</sup> New Models for Collaborative Working: An Anglian Water Perspective, Water Resources East 2019

The development of robust, evidence led business cases for infrastructure investment in Suffolk will be taken forward through the SGPB. A summary of what has been worked up to date is given below.

Suffolk's transport priorities –what will investment deliver?
<p><b>Haughley Junction – Rail</b></p> <p><b>Total cost:</b> c.£15.5m  <b>Local contribution:</b> Local contribution of £1m secured from Suffolk Leaders.  <b>Timescale:</b> to be delivered between 2019 – 2024 (CP6 – Rail). Network Rail to submit business case to DfT late 2019 / SGPB working with Network Rail team to support this case.</p> <p>Urgent need to upgrade junction from a single to a double track.            Investment will consolidate recent expansion of Felixstowe freight services and improve rail freight from Felixstowe to Nuneaton. Junction improvements also link with proposals for improvements at Ely. These improvements will enable up to 48 rail freight movements per day each way from the Port of Felixstowe (a 40% on current usage), thereby enabling more freight to travel from our Gateway ports to the rest of the UK.            The project will enable enhanced passenger service (franchise commitment for 2 trains each way Norwich in 90 / Ipswich in 60 &amp; hourly service Ipswich to Peterborough) and improve passenger train reliability on the Ipswich to Cambridge route.</p>
<p><b>A14</b></p> <p><b>Total cost:</b> Junctions at £103m + additional improvements up to £200m (est.)  <b>Local contribution:</b> to be determined  <b>Timescale:</b> to be committed by 2025 with full delivery of A14 Expressway by 2030. SCC, with the support of SGPB, submitted a bid to the DfT's Road Investment Strategy (2020-2025) fund and is due to hear late 2019.</p> <p>Immediate need to improve the A14 to boost capacity and improve junctions along route. Links into the Huntingdon to Cambridge improvements already in progress and will extend the Oxford to Cambridge arc. Significant improvements to connectivity for Suffolk's centres of population, from major urban areas to rural villages along the corridor.</p> <p>Nine core urban centres within core A14 transport corridor with combined</p> <ul style="list-style-type: none"> <li>• Population = 284,000</li> <li>• Employment = 158,500</li> <li>• Businesses = 13,400</li> </ul> <p>Additional 70 small towns and primary villages within core A14 transport corridor</p> <ul style="list-style-type: none"> <li>• Population = 188,000</li> <li>• Employment = 83,400</li> <li>• Businesses = 16,900</li> </ul> <p>90 major businesses (&gt;£50m turnover) within core A14 transport corridor with associated £19 billion revenues</p> <ul style="list-style-type: none"> <li>• Potential for up to 32,000 homes within core A14 transport corridor</li> <li>• Potential for up to 975,000 sqm NIA additional commercial floorspace within core A14 transport corridor</li> </ul> <p>Early estimates indicate investment will deliver up to 7,000 of Suffolk's forecast jobs and support the development of up to 1/3 of our required homes. Improvements also drive up economic and business growth through international trade as we move towards Brexit since over 4 million TEUs, 40+% of all container traffic into the UK, arrives through the Port of Felixstowe annually and 70% of this traffic travels across Suffolk on the A14 headed to the Midlands Engine and the Northern Powerhouse.</p>
<p><b>A11 Fiveways</b></p> <p><b>Total cost:</b> up to £400,000 required, complements existing £2m allocated to surrounding schemes  <b>Local contribution:</b> to be determined  <b>Timescale:</b></p> <p>Upgrades required to roundabout to improve access to the A11. Will improve safety and traffic flow on the A11 and improve access onto the route from surrounding rural areas.</p>
<p><b>Major Route Network – Suffolk submission for A12 (East of Ipswich) / A12 (Woodbridge) / A140 &amp; A1120 junction / A146 Barnby Bends</b></p> <p><b>Total cost:</b> to be determined  <b>Local contribution:</b> to be determined  <b>Timescale:</b> funding round from 2020 – 2025. SCC, with the support of SGPB, submitted an initial bid early 2019. Subsequent submission through Transport East put forward in July 2019.</p> <p>Government announcement that A146 Barnby Bends project can proceed to the next stage of development September 2019. Further decisions expected autumn / winter 2019.</p>

### Ipswich Northern Route

**Total cost:** c350m

**Local contribution:** to be determined

**Timescale:** to be determined. Public consultation on proposals for a northern route runs until late September 2019.

Following initial feasibility work there is an identified need to improve transport connectivity to the north of Ipswich, alleviating east-west traffic congestion in the town centre, providing resilience for the A14 Orwell Bridge and supporting the development of the Energy Coast.

We need to further investigate routes and layouts to determine which option will deliver the greatest economic impact to Ipswich town centre and the surrounding areas of Mid Suffolk, Suffolk Coastal and Babergh, whilst also delivering a cost-effective investment.

In order to develop the route and secure national investment and a local contribution the surrounding authorities will need to agree the delivery of additional homes across the Ipswich HMA.

The table overleaf provides the current timeline for the delivery of the infrastructure projects identified above, where known.

It must be stressed that as with all major capital projects, costs and timescales for infrastructure delivery are continually kept under review to ensure that both project specific risks and external factors can be managed to minimise delay and cost increases. Given the scale and complexity of these investments many factors are outside local government control, e.g. central Government's approach to funding rail investment, and we must work with our partners to ensure our strategic investment priorities are delivered in order that we can meet our growth ambitions.

### Next steps

This growth framework sets the context for growth over the coming decades. It is aligned to our Local Plans / local economic strategies and the Norfolk and Suffolk Economic Strategy.

The next step is to reflect on our context for growth and develop our shared ambitions for the Suffolk wide growth agenda.

Project	Timescale						
	2019	2020	2021	2022	2023	2024	Post 2024
Lowestoft Third Crossing	Decision expected 5 <sup>th</sup> December 2019				Opening – subject to decision		
A14 Junction improvements	Decision on RIS 2 funding		Construction to start subject to funding decision				Construction complete
A140 Eye Improvements / A140 & A1120	Construction to start summer at Eye	Eye complete summer 2020				Construction to start A140/A1120 – subject to funding	
A12 East / Woodbridge improvements	Submitted to DfT for MRN funding	Construction to start A12 East of Ipswich – subject to funding			Construction to start on A12 Woodbridge – subject to funding		
Ipswich Northern Routes	Consultation summer 2019						Delivery – subject to decision / funding
Sustainable transport improvements							
Felixstowe Branch Line improvements	In construction		Complete				
Haughley Junction Improvements		Decision expected early 2020		Complete – subject to decision on funding case			
East West Rail	Decision to proceed with feasibility study						Improvements to Eastern section delivered
Ely Junction (outside Suffolk)		Decision expected early 2020					Rail & road improvements by 2028?
Digital communications		Target of 98% coverage				Target of full coverage as soon as feasible	
Water & wastewater							River Lark Augmentation scheme South Essex Transfer scheme
Energy		Felixstowe grid?					Sizewell C opens – subject to decision & funding
Waste	West Suffolk Hub opens						

## Appendices

Data on housing sites has been provided by Local Plan teams in East Suffolk, West Suffolk, Ipswich, Babergh and Mid Suffolk. These data will be updated on a six-monthly basis with the web-based Growth Framework updated accordingly. **Employment sites:** these sites have been taken from marketing documents (e.g. EZ brochures and emerging local plans. For the latter source it should be noted that some of these may not yet be adopted.

### Housing sites (400+) as shown on map

District / Borough Council	Site address	Status	Number of Homes	Development Start	Development End	Average Annual Rate of Delivery	Notes
East Suffolk Council	Land West of St Johns Road, Bungay	Allocated. Outline planning permission (for 150 dwellings)	400	2019	2028	44	
West Suffolk Council	Moreton Hall (Lark Grange)	Allocated. Hybrid and Reserved Matter Planning Permission granted. Under Construction.	500	2017	2025	59	
Ipswich	Helena Road	Adopted LP allocation	540				
East Suffolk Council	Woods Meadow, Land south of Hall Lane Oulton	Outline and Reserved Matters planning permissions	800	2015	2027	67	
East Suffolk Council	Land South of The Street, Carlton Colville	Allocated	900	2021	2034	70	
West Suffolk Council	Fornham (Marham Park)	Allocated. Hybrid and Reserved Matter Planning Permission granted. Under Construction.	950	2017	2025	120	
West Suffolk Council	Haverhill (NW)	Allocated.	1150	2018	2029	100	
West Suffolk Council	Rougham Road SE (BSE)	Allocated. Application Pending consideration	1250	2021	2031	125	
East Suffolk Council	Beccles and Worlingham Garden Neighbourhood	Allocated	1250	2022	2038	78	
East Suffolk Council	North of Lowestoft Garden Village	Allocated	1300	2026	2043	76	

District / Borough Council	Site address	Status	Number of Homes	Development Start	Development End	Average Annual Rate of Delivery	Notes
East Suffolk Council	Kirkley Waterfront and Sustainable Urban Neighbourhood	Allocated. Mix of outline and reserved matters planning permissions (for 1181 dwellings .	1380	2018	2039	70	
East Suffolk Council	Brightwell Lakes	Allocated and Outline and Reserved Matters Planning permissions	2000	2019	2027	250	
West Suffolk Council	Great Wilsey Park (NEH'hill)	Allocated. Outline planning permission approved	2500	2020	2031	120	
Ipswich	Ipswich Garden Suburb	Allocated through adopted LP ; 2 live plg applications	3,500				
Ipswich	Tooks Bakery site/ King George V playing fields	Allocated in adopted LP	200 (combined)				
Ipswich	Griffen Wharf	05/00819 and adopted LP allocation	244 total of which 113 are under construction or outstanding				
Ipswich	Wine Rack Regatta Quay , Key St	PP 16/00346 and adopted LP allocation	274(157 under construction or outstanding) rest complete				
West Suffolk Council	Station Hill (BSE)	Allocated. DC/13/0906/FUL Planning Permission Granted. DC/15/1520/FUL Pending determination.	300 (indicative)	2019	(see notes)	(see notes)	Planning application DC/13/0906/FUL is for 135 expected to be completed in 2020/2021. Planning application DC/15/1520/FUL is for 42 dwellings expected to begin development in 2022/2023.

District / Borough Council	Site address	Status	Number of Homes	Development Start	Development End	Average Annual Rate of Delivery	Notes
Ipswich	Cranfields (Mill House)	04/00313 and adopted LP allocation	364 total no. under construction or outstanding is 135 (remainder built)				

#### Employment sites

Location	Amount of land
Chilton Woods	15 ha
Haverhill Business Park	7 plots @ 500k sq.ft
Haverhill Research Park	6 plots, totalling 400,000 sq.ft (B1 / R&D)
<b>Lowestoft sites</b>	
- Ellough (incl. Beccles Business Park)	17 ha
- Mobbs Way	4.7ha
- Riverside Road	4.5ha
- South Lowestoft Industrial Estate (incl. Phoenix Business Park)	20ha (3.6 ha in Enterprise Zone)
<b>Development sites in West Suffolk</b>	
- Newmarket	5ha
- Stanton	
- Mildenhall	5 ha
- Kings Warren (Red Lodge)	8 ha employment land (B1/B2)
<b>Ipswich central sites</b>	
Princes Street Ipswich – space to innovate	B1 office c.5,000 sq m
Waterfront Island, Ipswich – space to innovate	2 ha
Ipswich	further 3 sites of less than 15 ha / 3 sites of less than 5 ha

Location	Amount of land
<b>A14 sites</b>	
Stowmarket Enterprise Park, (including Gateway 14, space to innovate, FEZ) Stowmarket East (phase 2)	39.5 ha employment land / 1 m+ sq. Ft in phase one
Elmsett / Elmswell / Drinkstone	3 sites all between 5 – 15 ha
Woolpit	3 sites 1 at 4 / 2 at less than 15 ha
Ransomes	2 sites (1 major at 33 ha / one less than 15 ha)
Copdock	3 sites, each one less than 15 ha
Futura Park Ipswich – space to innovate (part site in EZ)	17.5ha, up to 600k sq. Ft (B1/B2/B8)
Sproughton EZ site - space to innovate	14ha
Claydon	2 sites both less than 5 ha
Bramford	1 site at 11ha
Suffolk Business Park – space to innovate (part)	27.5 ha (B1/B8), 5.6 ha in Enterprise Zone
<b>A140 sites</b>	
Eye	1 site 13.7 ha
Mendlesham	3 sites, one at 3 / one at 17.8 / one at 80 ha
Earl Stonham	4.7 ha
<b>A143 sites</b>	
Rickinghall	17 ha
Bury St Edmunds	1 site (1 major at 69 ha)
<b>Other Suffolk</b>	
Levington	1 site less than 5 ha
Brandon	1 site of 2 ha
Long Melford	21 ha
Great Cornard	11ha
Parham	2 sites (1 less than 5 ha / 1 more than 5 ha)
Halesworth	<5 ha
Bungay	<5 ha
Felixstowe	2 major sites (22 ha / 115 ha)
Hadleigh	2 sites 1 major 34 ha / one at 6.6 ha
Sudbury	2 sites at 11 ha / 65 ha