

Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council, East Suffolk Council and Suffolk County Council

Statement of Common Ground in relation to Strategic Cross Boundary Planning Matters in the Ipswich Strategic Planning Area

Version 7 – March 2021

This Statement of Common Ground is published by Babergh and Mid Suffolk District Councils, Ipswich Borough Council and East Suffolk Council¹ to accompany the submission of the Babergh and Mid Suffolk Joint Local Plan (under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

This follows the guidance contained in the Planning Practice Guidance (PPG) which states that Statements of Common Ground should be made available throughout the plan making process. This Statement of Common Ground has been drafted following the guidance contained in the PPG. Earlier versions of the Statement of Common Ground (which are now superseded by this document) have been published as follows:

- Version 1: A Working Draft Statement of Common Ground was published as part of the consultation on the Suffolk Coastal First Draft Local Plan in July 2018.
- Version 2: A revised Working Draft Statement of Common Ground was published alongside the report to Ipswich Borough Council Executive in November 2018 (report reference E/18/32) and as part of the consultation on the Ipswich Local Plan Preferred Options (January – March 2019).
- Version 3: Statement of Common Ground (December 2018) published alongside the Suffolk Coastal Final Draft Local Plan (January 2019).
- Version 4 was signed and published alongside the Submission of the Suffolk Coastal Local Plan in March 2019.
- Version 5 was signed and published alongside Publication of the Ipswich Local Plan Review Final Draft in January 2020.
- Version 6 was signed and published alongside the Submission of the Ipswich Local Plan in June 2020.

This Statement of Common Ground has been informed through meetings of the Ipswich Strategic Planning Area Board. It will be refined to add further clarity to the specific approach, priorities and projects listed herein, as appropriate and on an ongoing basis.

It is intended that the Statement of Common Ground will be signed prior to the Submission of each Local Plan for Examination, under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended.

¹ On 1st April 2019, East Suffolk Council was created, covering the former districts of Suffolk Coastal District Council and Waveney District Council

1. Area covered by the Statement of Common Ground

The Statement of Common Ground relates to the area covered by Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council and the former Suffolk Coastal area of East Suffolk Council as shown on the map overleaf.

The Planning Practice Guidance states that a Statement of Common Ground will need to cover the area that policy making authorities and public bodies cooperate within, depending on the strategic matters being planned for and the most appropriate functional geography for the gathering of evidence and the preparation of planning policies. However, local planning authorities may have more than one Statement of Common Ground where there are strategic cross-boundary matters to be addressed.

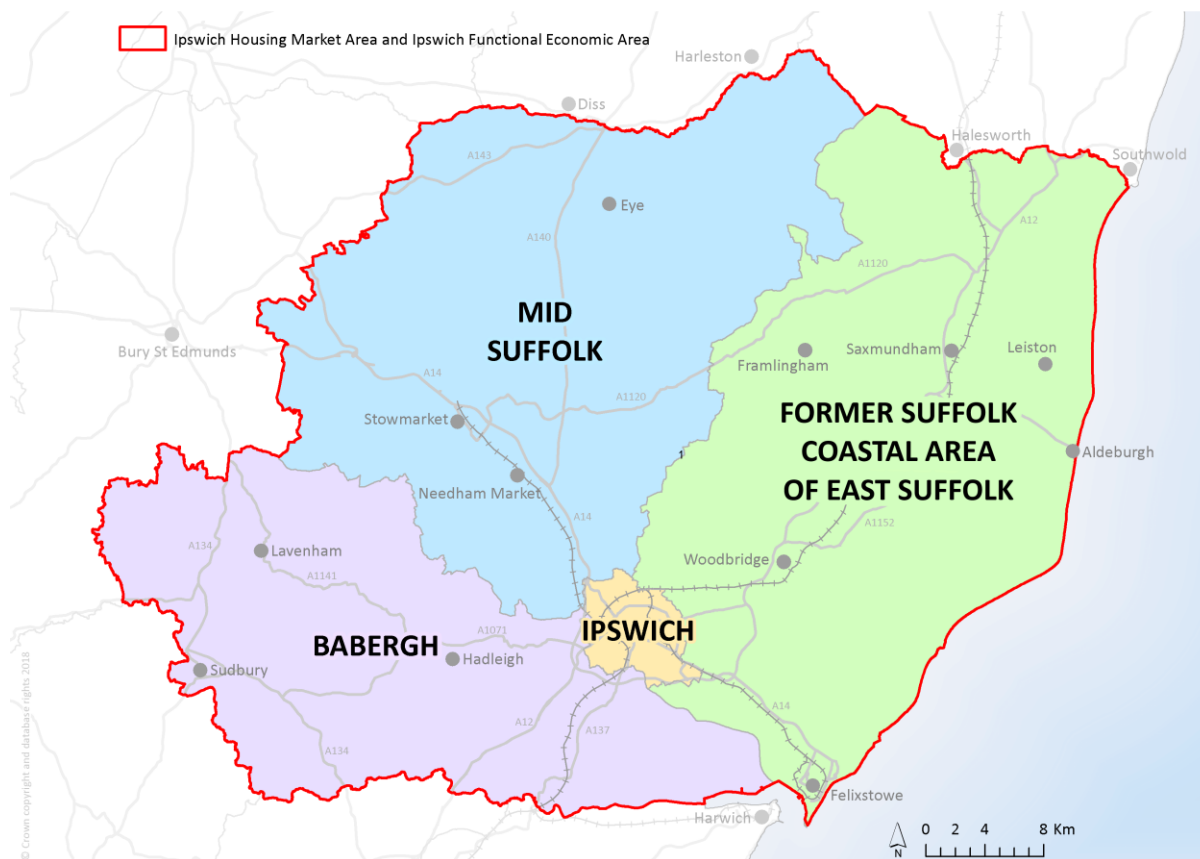
The area covered is the area identified as the Ipswich Housing Market Area and Ipswich Functional Economic Area through the production of the Strategic Housing Market Assessment and the Employment Land Needs Assessment respectively. For the purposes of joint working on planning policy, this area is defined as the Ipswich Strategic Planning Area. Recognising the functional relationship between the four authorities, the authorities have over a number of years worked together on the production of evidence to support local plans.

The authorities have discussed at the Ipswich Strategic Planning Area Board and subsequently agreed that this geography is appropriate in relation to the strategic planning matters covered by this Statement of Common Ground.

2. Authorities covered by the Statement of Common Ground

The signatories to this Statement of Common Ground are:

- Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council, East Suffolk Council.
- Suffolk County Council is signatory in relation to matters which relate to County Council responsibilities, including as mineral and waste planning authority.
- Natural England is signatory in relation to Section J Mitigation of Potential Impacts upon Internationally Protected Sites.



Ipswich Strategic Planning Area

3. Purpose of Statement of Common Ground

Local planning authorities have a statutory duty to co-operate with specified bodies in relation to strategic planning matters.

The National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance require local planning authorities to produce a Statement of Common Ground as a written record of progress made on the planning for strategic matters across local authority boundaries.

This Statement of Common Ground will support the production of Local Plans in the Ipswich Strategic Planning Area by:

- Setting out those matters which are strategic cross-boundary matters in relation to the production of Local Plans as defined by the NPPF (Section 3);
- Outlining agreements and outcomes in relation to those strategic matters;
- Reflecting statutory and policy requirements re the Duty to Co-operate.

The Statement of Common Ground focuses on strategic cross-boundary matters. Planning matters that do not raise strategic cross boundary issues are covered within Local Plans but are not detailed within this Statement.

4. Governance arrangements

The Ipswich Strategic Planning Area Board (ISPA Board) (formerly the Ipswich Policy Area Board) consists of Members from each of the four local planning authorities and Suffolk County Council. The Terms of Reference were revised in March 2018, including to recognise that an appropriate geography for the Board is the extent of the Ipswich Housing Market Area / Ipswich Functional Economic Area. The Terms of Reference were further revised in July 2019 to update the position in terms of Secretariat function and the creation of East Suffolk Council. The Board provides a mechanism for the five local authorities to work together on the production of evidence and the coordination of housing and employment growth requirements and infrastructure delivery where this relates to strategic cross-boundary matters. This can be reported back to each District and Borough Council who will themselves take formal decisions regarding the content of their own Local Plans, through the relevant procedures at each stage of local plan production.

The ISPA Board Terms of Reference and Action Notes from the meetings can be viewed at www.ipswich.gov.uk/content/ipswich-strategic-planning-area.

The Action Notes of the Board are shared with the Suffolk Growth Portfolio Holders.

5. Strategic matters being addressed

The sections below detail the strategic cross-boundary matters that are addressed by this statement.

The local planning authorities may produce other Statements of Common Ground with other bodies where necessary, and with other local authorities who share a common boundary and where there are strategic cross-boundary matters.

The key strategic cross-boundary matters being addressed by this statement are:

- A) Alignment of timetables;
- B) Strategic Policies and Vision for the ISPA;
- C) Agreeing the approach to the delivery of the housing requirement;
- D) Impact of bordering strategic housing developments;
- E) Defining the functional economic market area and objectively assessed need;
- F) Impact of bordering strategic employment land developments;
- G) Enhancement and regeneration of retail centres;
- H) Strategic Infrastructure Priorities;
- I) Identification of cumulative / cross border infrastructure requirements resulting from planned growth, and mitigation measures, including modal shift;
- J) Mitigation of potential impacts upon internationally protected sites.

Local Plan production

A. Alignment of timetables

Background

The local planning authorities are producing plans as follows:

- Babergh and Mid Suffolk Joint Local Plan
- Ipswich Local Plan
- Suffolk Coastal Local Plan (adopted September 2020)

As the local plans cover the extent of the Ipswich Strategic Planning Area, and share joint evidence in this respect, it is considered appropriate that the plans cover the same end date and are produced to timescales which are aligned as far as is possible. The Ipswich Local Plan and the Suffolk Coastal Local Plan cover the period to 2036. In accordance with the National Planning Policy Framework (NPPF) (2019) (para 22), the Babergh and Mid Suffolk Joint Local Plan covers the period to 2037.

All authorities undertook Issues and Options consultations during summer / autumn 2017. As at March 2021, the current position in relation to the production of each local plan is as follows:

- Babergh and Mid Suffolk Joint Local Plan – Consultation on Preferred Options Joint Local Plan held between 22nd July and 30th September 2019. A Pre-Submission Plan was published to receive representations under Regulation 19 of the 2012 Regulations between 12th November and 24th December 2020 with a view of submission to the Planning Inspectorate in March 2021 for Examination;
- Ipswich Local Plan – consultation on the Local Plan Review Preferred Options was carried out between 16th January and 13th March 2019. A Final Draft Local Plan under Regulation 19 of the 2012 Regulations consultation was carried out between 15th January 2020 and 2nd March 2020. The Local Plan was submitted to the Planning Inspectorate in June 2020 for Examination;
- Suffolk Coastal Local Plan – consultation on the First Draft Local Plan was undertaken between 20th July and 14th September 2018. The Final Draft Local Plan was published to receive representations under Regulation 19 of the 2012 Regulations between 14th January and 25th February 2019. The Local Plan was submitted to the Planning Inspectorate in March 2019 for Examination and adopted in September 2020.

Where relevant, the outcomes and arrangements set out in the Statement of Common Ground are reflective of the current stages of plan-making.

Evidence

Broad alignment of timescales were set out in the authorities' Local Development Schemes:

- Babergh and Mid Suffolk Local Development Scheme (July 2018)
- Ipswich Local Development Scheme (March 2019, as amended November 2020)

- Suffolk Coastal Local Development Scheme (October 2015, as amended June 2020)

Where Local Development Schemes need to be amended, as far as possible the timescales for preparation of local plans will seek to be broadly aligned. The Babergh and Mid Suffolk Local Development Scheme was revised in July 2020.

In relation to the time period to be covered by the local plans, the proposed standard methodology for calculating housing need sets a consistent base date and method for calculating housing need in local plans. The Planning Practice Guidance states that the current year should be the first year² (for the purposes of calculating housing need) and therefore the base date of the local plans is April 2018. The Strategic Housing Market Assessment (2017) and Employment Land Needs Assessment (2016) adopt an end date of 2036.

Process of reaching outcomes and agreements

As per evidence above. The position is agreed through the ISPA Board and through the adoption of Local Development Schemes.

Outcomes and agreements

A1) It is agreed that the Local Plans will adopt an end date of 2036 where possible and will adopt a base date consistent with the standard method for calculating local housing need. In accordance with the NPPF the end date of the Babergh and Mid Suffolk Joint Local Plan is 2037.

Arrangements for necessary ongoing co-operation

Authorities to work closely through the ISPA Board and associated officer meetings to continue to align as far as possible.

B. Strategic Policies and Vision for the ISPA

Background

Babergh and Mid Suffolk Districts are producing a Joint Local Plan, reflecting their Council-wide arrangements for joint working. Ipswich Borough Council are producing a Local Plan, which is currently at Examination and East Suffolk Council adopted the Suffolk Coastal Local Plan in September 2020. Reflecting the agreements under the Duty to Co-operate as detailed in this statement, the authorities recognise the benefits and clarity afforded through developing strategic policies that respond to the strategic planning matters relevant to the ISPA. The ISPA Board is also working towards a broader vision for the area.

² PPG Reference ID 2a-004-20180913

Evidence

Evidence referred to in the sections below.

Reflecting issues common across the ISPA, the former Suffolk Coastal area of East Suffolk and Ipswich Borough prepared a Joint Baseline Sustainability Assessment which informed the emerging local plan policy and the sustainability appraisal process through plan-making stages.

Process of reaching outcomes and agreements

The ISPA Board considered the options for incorporating either shared or complementary policies in the respective local plans at its meetings on 26.3.2018, 23.4.2018 and 30.5.2018.

Outcomes and agreements

B1)

Vision

A vision for the ISPA has been considered through the ISPA Board and the following are agreed as the principles of the vision:

Across the Ipswich Strategic Planning Area, we are being ambitious about delivering economic growth, improving infrastructure and boosting the supply and mix of homes.

Within the Ipswich Strategic Planning Area collectively the authorities will seek to achieve, through the Local Plans, the following aspirations:

- A strong economy focussed around Ipswich as county town, the energy sector and energy coast, opportunities arising from the University of Suffolk and the international significance of the Port of Felixstowe;
- Enhanced connectivity with the rest of the east of England and the UK via the A14/A12/A140 and rail connections, and a commitment to sustainable, integrated travel;
- Healthy communities, including through improved air quality, the provision of a mix of housing and social infrastructure;
- Distinctive urban and rural environments that contribute towards high quality of life.

B2) The four local planning authorities' local plans will have regard to the outcomes in this Statement of Common Ground, including in relation to an agreed broader vision for the Ipswich Strategic Planning Area. The emerging and adopted Local Plans incorporate policies which consider strategic matters related to housing and employment growth, infrastructure provision and mitigation of impacts on European protected sites³.

³ Through decision making within local authorities as set out in Section 4 of this Statement

B3) The NPPF requires plans to make explicit which policies are strategic policies. These may contain strategic cross-boundary matters or other strategic matters relevant to a local authority area. In relation to strategic cross-boundary matters, the authorities have each had regard to these within their emerging respective plans in order to demonstrate how the plans will contribute to the vision for the ISPA.

Arrangements for necessary ongoing co-operation

The ISPA Board and officers will continue to discuss strategic cross-boundary matters with a view to agreeing approaches to addressing these matters, and to reflect the approaches within local plan policies where appropriate.

Housing

C. Agreeing the approach to delivery of the housing requirement

Background

The SHMA Part 1 identified the objectively assessed housing need (OAN) for the four local planning authorities. Subsequently, the Government proposed a national standard method for the calculation of housing need through the 'Planning for the Right Homes in the Right Places' consultation (September 2017). The Government has carried these proposals forward through the revisions to the NPPF and the Planning Practice Guidance.

Paragraph 60 of the NPPF (February 2019) states that the standard methodology should be used as the basis for identifying the local housing need, unless there are exceptional circumstances that justify an alternative approach which also reflects current and future demographic trends and market signals.

Paragraph 60 of the NPPF states that in establishing the amount of housing to be planned for, planning authorities should take into account any needs that cannot be met in neighbouring areas.

Evidence

The two key pieces of evidence relevant are the housing need and the housing supply.

The housing need as calculated under the national standard method is set out in the table overleaf, alongside the objectively assessed housing need identified through the 2017 Strategic Housing Market Assessment:

	SHMA annual	SHMA total (2014-2036)	Standard method annual (Sept 2017)	Standard method total (2016 – 2036)	Standard method annual (2016-based)	Standard method total (2016-based) (2018-2036)	Standard method annual (2014-based)	Standard method total (2014-based) (2018-2036)	Standard method annual (2014 based, 2018 ratios)	Standard method total (2014 based, 2018 ratios, 2018 – 36)	Standard method annual (2014 based, 2019 ratios)	Standard method total (2014 based, 2019 ratios, 2018 – 36)
Babergh	355	7,820	439	8,780	420	7,560	420	7,560	420	7,560	416	7,488
Ipswich	519	11,420	442	8,840	479	8,622	445	8,010	445	8,010	460	8,280
Mid Suffolk	452	9,951	573	11,460	590	10,620	585	10,530	556	10,008	535	9,630
Suffolk Coastal	460	10,111	495	9,900	582	10,476	515	9,270	542	9,756	512 ⁴	9,216
Total	1,786	39,302	1,949	38,980	2,071	37,278	1,965	35,370	1,963	35,334	1,923	34,614

Table 1: Housing Need

⁴ Indicative local housing need figure as published by the Ministry of Housing Communities and Local Government in December 2020

Local housing need as calculated through the standard methodology represents the starting point in identifying a housing requirement. Government consultation initially took place in relation to the standard methodology in September 2017, whereby figures were published which were based upon the 2014-based household projections. The 2016-based household projections were published in September 2018 and the calculation of housing need was updated accordingly⁵. Following Government consultation in October 2018, changes to the Planning Practice Guidance in February 2019 were made stating that local authorities should use the 2014-based household projections in calculating local housing need. The 2018 ratios of median workplace earnings to median house prices (known as affordability ratios) were published on 28th March 2019, resulting in a further amendment to the housing need figures. The 2019 ratios were published on 19th March 2020, and the housing need figures presented in Table 1 have been updated further following this.

Local planning authorities are required to produce Strategic Housing and Economic Land Availability Assessments to identify the amount of land suitable, available and achievable for housing and employment development. The four authorities have produced evidence, the latest of which are as follows:

- Babergh and Mid Suffolk Strategic Housing and Economic Land Availability Assessment (published alongside Joint Local Plan – Pre-Submission (Reg 19) Document in November 2020).
- Ipswich Borough Council Strategic Housing and Economic Land Availability Assessment (published alongside Regulation 19 consultation on Local Plan January 2020).
- Suffolk Coastal District Council Strategic Housing and Economic Land Availability Assessment (Final SHELAA published alongside Final Draft Local Plan in January 2019).

The authorities have worked together on closely aligning the criteria used for assessing the sites, although differences do occur where justified by local circumstances, for example, the approach to development in Flood Zones 2 and 3a.

Process of reaching outcomes and agreements

The Ipswich Strategic Planning Area Board provides a mechanism to discuss the authorities' approach to housing requirements and to inform and guide the approach to be taken within each Local Plan.

Outcomes and agreements

C1) The housing need calculated under the standard methodology will form the starting point for identifying housing requirements in plan preparation. The Suffolk Coastal First Draft Local Plan, published for consultation between July and September 2018, was based upon the need figures published by MHCLG in September 2017 under the

⁵ A cap was applied to the Babergh figure (420 dwellings) in accordance with the Planning Practice Guidance

‘Planning for the Right Homes in the Right Places’ consultation. The NPPF was published in July 2018 and the Planning Practice Guidance updated in September 2018. The 2017 ratios of median workplace earnings to median house prices (known as affordability ratios) were published in April 2018 and the 2016-based household projections were published in September 2018. The Planning Practice Guidance has subsequently been updated in February 2019 to state that the 2014-based household projections should be used in the calculation and 2018 affordability ratios published in March 2019. Local housing need as calculated under the standard method will form the starting point in identifying housing requirements in plan preparation. 2019 affordability ratios were published in March 2020.

C2) Following the guidance set out in the Planning Practice Guidance on Housing and Economic Needs Assessment, authorities’ local housing need calculated using the standard method is to be relied upon for a period of two years from the time at which a plan is submitted for Examination.

C3) The standard method will also provide the starting point for identifying the total amount of housing to be provided in the Ipswich Housing Market Area. The Ipswich Housing Market Area is the level at which the ISPA authorities plan to provide sufficient housing.

C4) Throughout the Local Plan preparation process, each local planning authority will undertake and maintain a thorough assessment of housing supply potential within their area. Each local planning authority will plan to meet its own housing need and should have a policy setting out the specific minimum housing number it is intending to deliver in its own area. Where, through the production of a Local Plan, it is evident that the need cannot be met within the local authority’s boundary, a comprehensive re-assessment of land supply and deliverability will be undertaken.

Following a comprehensive re-assessment of land supply and deliverability, and where unmet need remains, the ISPA Board will provide the forum to collectively consider how the unmet need can be met within the ISPA, subsequently to be determined through each local authority’s local plan. An appropriate approach will be dependent upon the scale of unmet need and the current status of other Local Plans in the ISPA.

C5) Provision for Gypsies and Travellers – the 2017 Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Needs Assessment identified a need for additional pitches to be provided for Babergh, Mid Suffolk, Ipswich and Suffolk Coastal. Each local planning authority will plan to meet its own need for permanent pitches for Gypsies and Travellers and should have a policy setting out how this will be delivered in its own area. Where the capacity to accommodate pitches cannot be met within the local authority’s boundary a comprehensive re-assessment of deliverability will be undertaken and the ISPA Board will provide the forum to collectively consider how the unmet need can be met within the ISPA, subsequently to be determined through each local authority’s local plan.

A need for 2-3 short stay stopping sites was identified in the Accommodation Needs Assessment (for the ISPA plus the former Waveney part of East Suffolk). Suffolk

authorities are working collaboratively to deliver appropriate sites in the County, and the ISPA authorities will continue to work with other authorities across Suffolk to meet the needs for short stay stopping sites.

C6) Mix and type of housing:

The Authorities published an update to Part 2 of the Strategic Housing Market Assessment in January 2019. This updates the size, type and tenure of housing needed, including the need for affordable housing, based upon the housing need calculated under the standard method.

C7) Strategic policies in emerging Local Plans are to reflect the outcomes above.

Arrangements for necessary ongoing co-operation

Local Plan approach to meeting housing needs:

Throughout the plan-making process, where comprehensive deliverability assessments demonstrate that the housing need cannot be met within a local authority's boundary the ISPA Board will provide the forum to collectively consider how the unmet need can be met (see C3 above).

Housing delivery:

As per paragraph 75 of the 2019 NPPF, Housing Action Plans will provide a mechanism for identifying actions to increase delivery where delivery falls below 95% of an authority's housing requirement (calculated over the previous three years). Each individual local authority may produce Housing Action Plans if required to do so by Government, and Councils may collaborate on the production of Housing Action Plans to support housing supply and delivery across the ISPA. The ISPA Board can consider any common or cross-boundary themes between two or more authorities.

D. Consideration of bordering strategic housing developments

Background

Due to the close functional relationship between Ipswich Borough and the surrounding Districts, there is potential for cross-boundary issues relating to infrastructure provision, transport and highways and landscape/townscape as well as site selection where sites adjoin or cross the Ipswich Borough boundary.

Evidence

The Councils have jointly commissioned transport modelling (with Suffolk County Council). The Methodology Report and the Results Report Volume 1: Suffolk Coastal and Ipswich were published in August 2018 as part of the consultation on the Suffolk Coastal First Draft Local Plan. Further transport modelling of preferred options has been undertaken and the Results Report Volume 2: Suffolk Coastal and Ipswich and an updated Methodology Report were published in January 2019. Updated reports, ISPA Local Plan Modelling Methodology Report and ISPA Local Plan Modelling Forecast Report – Forecasts with demand adjustments, were published in January 2020 alongside

the Ipswich Local Plan Review Final Draft in January 2020. Further modelling was undertaken and published alongside the Babergh and Mid Suffolk Joint Plan in November 2020.

The Councils jointly commissioned a Settlement Sensitivity Assessment in relation to identifying landscape sensitivity around Ipswich.

The Strategic Housing and Economic Land Availability Assessments identify sites which border or cross authority boundaries.

Process of reaching outcomes and agreements

The conclusions of the above evidence have been, and will continue to be, considered in site selection and in identifying any necessary mitigation.

Outcomes and agreements

Land north east of Humber Doucy Lane is identified as a cross-border location for future development (within Ipswich Borough and Suffolk Coastal Local Plan area) for housing delivery, appropriately phased with delivery of Ipswich Garden Suburb and its associated infrastructure. This joint approach will help enable land within Ipswich Borough to come forward for housing.

The relevant policies in Local Plans are:

- Ipswich Core Strategy and Policies DPD Review Final Draft Local Plan (January 2020), Policy ISPA4 'Cross Boundary Working to Deliver Sites'
- Suffolk Coastal Local Plan (September 2020), Policy SCLP12.24 'Land at Humber Doucy Lane, Rushmere St Andrew'

Arrangements for necessary ongoing co-operation

Further transport modelling will take place where necessary.

Employment

E. Defining needs for employment land

Background

The Employment Land Needs Assessment (2016) defines the Ipswich Functional Economic Area as the area covered by the four local planning authority areas of Ipswich Borough and Babergh, Mid Suffolk and the former Suffolk Coastal Districts.

The Employment Land Needs Assessment also concludes the amount of employment land needed, based upon the modelling undertaken through the East of England Forecasting Model.

Evidence

Local Planning Authorities are required to identify the future needs for employment land. The four local planning authorities jointly commissioned an Employment Land Needs Assessment and an Ipswich Economic Area Sector Needs Assessment.

Local planning authorities are required to produce Strategic Housing and Economic Land Availability Assessments to identify the amount of land suitable, available and achievable for housing and employment development. The four local authorities have produced evidence, the latest of which are as follows:

- Babergh and Mid Suffolk Strategic Housing and Economic Land Availability Assessment (published alongside Joint Local Plan – Pre-Submission (Reg 19) Document in November 2020).
- Ipswich Borough Council Strategic Housing and Economic Land Availability Assessment (published alongside Regulation 19 consultation on Local Plan January 2020). The identification of land for employment in Ipswich Borough is also informed by further consideration of the 2017 East of England Forecasting Model in terms of the circumstances of the Borough.
- Suffolk Coastal District Council Strategic Housing and Economic Land Availability Assessment (Final SHELAA published alongside Final Draft Local Plan in January 2019).

Process of reaching outcomes and agreements

The ISPA Board provides a mechanism to inform how each local authority will approach key employment sectors and each emerging Local Plan will have regard to these matters.

The ISPA Board provides a mechanism to inform the approach in each plan to meeting the quantitative and qualitative needs across the ISPA identified in evidence and each emerging Local Plan will have regard to these matters.

Outcomes and agreements

E1) Baseline jobs growth is identified in the Ipswich Economic Area Sector Needs Assessment, and for the period 2018 – 2036⁶ equates to:

- Babergh: 2,970
- Ipswich: 15,580
- Mid Suffolk: 5,270
- Suffolk Coastal: 6,500

The baseline minimum employment land (for B class uses)⁷ to be provided in the Ipswich Functional Economic Area is 50 hectares over the period 2018 – 2036⁸, split as follows for each local authority:

- Babergh: 2.3ha
- Ipswich: 23.2ha
- Mid Suffolk: 7.7ha
- Suffolk Coastal: 11.7ha

Each local authority shall determine an appropriate approach to employment land provision, and may allocate more land if necessary to provide for flexibility and a range of sites.

A Port Logistics Study was completed for Felixstowe as part of the production of the Suffolk Coastal Local Plan.

E2) The distinct economic geographies across the Functional Economic Area are:

- Felixstowe / A14 corridor;
- Wider Ipswich Market Area;
- A140 corridor;
- Rural and agricultural.

All local plans in the Functional Economic Area will seek to support and strengthen these.

E3) Strategic policies in local plans are to reflect the employment requirements identified in the evidence base. In terms of the A14, it is agreed that the specific needs for off port land requirements identified through the Port of Felixstowe Growth and Development Needs Study (2018) are relevant to the Suffolk Coastal area, reflecting the conclusions within that report. Other strategic scale employment sites in the A14 corridor include the Sroughton Enterprise Park (Former Sugar Beet Factory site, Babergh District) and Gateway 14 (Mill Lane, Stowmarket, Mid Suffolk District), and the development of these will support wider economic growth on the A14 corridor.

⁶ Note this updates Table 3.1 on page 32 of the Ipswich Economic Area Sector Needs Assessment (September 2017), as the evidence used a 2014 base date.

⁷ Note a new Use Class E was introduced in September 2020 replacing B1 Business.

⁸ Note this updates Table 16.2 on page 202 of the Ipswich Economic Area Sector Needs Assessment (September 2017), as the evidence used a 2014 base date.

Arrangements for necessary ongoing co-operation

The ISPA Board provides a mechanism to help inform the authorities' approach to employment land requirements within each Local Plan, and each emerging Local Plan will have regard to these matters.

F. Impact of bordering strategic employment land developments

Background

Due to the close functional relationship between Ipswich Borough and the surrounding Districts, there is potential for cross-boundary issues relating to infrastructure provision, transport and highways and landscape/townscape as well as site selection where sites adjoin or cross the Ipswich Borough boundary.

Evidence

The Councils have jointly commissioned transport modelling to be undertaken (with Suffolk County Council). Scenarios were modelled to inform the preferred options consultations. The Methodology Report and the Results Report Volume 1: Suffolk Coastal and Ipswich were published in August 2018 as part of the consultation on the Suffolk Coastal First Draft Local Plan and the Results Report Volume 2: Suffolk Coastal and Ipswich and an updated Methodology Report were published in January 2019. Updated reports, ISPA Local Plan Modelling Methodology Report and ISPA Local Plan Modelling Forecast Report – Forecasts with demand adjustments, were published alongside the Ipswich Local Plan Review Final Draft in January 2020. Further modelling was undertaken, Suffolk Local Plan Modelling (including ISPA Model Run 9) Methodology and Forecasting Reports (October 2020) and Suffolk Local Plan Modelling Technical Note (November 2020), and published alongside the Babergh and Mid Suffolk Joint Local Plan Pre-Submission (Reg 19) Document in November 2020.

The Councils jointly commissioned Settlement Sensitivity Assessment in relation to identifying landscape sensitivity around Ipswich.

The Strategic Housing and Economic Land Availability Assessments identify sites which border or cross authority boundaries.

Outcomes and agreements

See cross boundary infrastructure (Section I) for details in relation to highways.

Arrangements for necessary ongoing co-operation

Further transport modelling will take place where necessary.

Retail, leisure and other commercial

G. Enhancement and regeneration of retail centres

Background

The National Planning Policy Framework requires local planning authorities to define a network and hierarchy of centres that is resilient to anticipated future economic changes. As the county town, Ipswich acts as a focus for much of the retail and commercial leisure across the four authorities, which is taken account of in the baseline for each of the retail studies identified below.

Evidence

- Babergh and Mid Suffolk Town Centres and Retail Study (September 2015)
- Ipswich Borough and Suffolk Coastal District Retail and Commercial Leisure Study (October 2017). A further update has also been undertaken in relation to Ipswich Borough reflecting the circumstances of the town (August 2019).

Process of reaching outcomes and agreements

The ISPA Board provides a mechanism to inform the authorities' approach to retail within each Local Plan, where necessary.

Outcomes and agreements

G1) Local plans to recognise the regional role of Ipswich town centre, alongside other towns and centres in the Functional Economic Area, as a focus for retail and commercial leisure activity, in accordance with the NPPF.

G2) Policy SCLP4.8 in the Suffolk Coastal Local Plan requires proposals for retail uses outside of town centres to demonstrate no significant adverse impact on Ipswich town centre.

Arrangements for necessary ongoing co-operation

Through the ISPA Board.

Infrastructure provision

Provision and enhancement of strategic infrastructure improvements

H. Strategic Infrastructure priorities

1. Transport Infrastructure

Background

Integrated transport solutions are expected to be needed to enable growth and regeneration in the long term. A strategic outline business case was made for a northern route around Ipswich but, following consultation, there was not support across every authority for this solution.

Interventions are needed to improve connectivity between the A14 and A12, enabling the delivery of growth and improving journey times, in turn reducing pressure on the A14 and improving network resilience, especially near the Orwell Bridge and Copdock interchange. These A12 and A14 improvements will need to be complemented by a broader range of interventions. Identifying and delivering a robust solution presents a significant challenge.

The solutions will include bus network improvements focused on the built-up area of Ipswich and increased capacity of the local rail offering for both passenger and freight traffic. In the absence of progressing a northern route for the town, new approaches to growth and public and business travel will be necessary including redefining car parking arrangements in parts of the town. Infrastructure projects will be considered in the context of each local authority's response to the climate emergency.

Sustainable transport measures planned for Ipswich include the establishment of a Quality Bus Partnership, the agreement for which was signed by those parties involved - Suffolk County Council, Ipswich Borough Council and bus operators in May 2020.

The successful regeneration of the Island site at Ipswich Waterfront will require an additional crossing of the River Orwell. Whilst the delivery of a single span main bridge, which would have provided additional highway capacity, cannot now proceed, the County Council will contribute a maximum of £10.8m to help to deliver crossings to serve the Waterfront and deliver on Ipswich Local Plan regeneration objectives.

Evidence

An Ipswich Northern Route Study was published in January 2017, which assessed three indicative broad routes for a potential Ipswich Northern Route.

Outcomes and agreements

H1) Evidence informing the current adopted plans did not identify the need for a northern route.

H2) Evidence produced to inform the emerging Local Plans does not identify the need for a northern route to support the growth proposed.

H3) Following consultation on options for a northern route in summer 2019, there was not support for the project across every authority. Suffolk County Council Cabinet decided, in January 2020, not to develop the scheme beyond outline business case.

Arrangements for necessary ongoing co-operation

Through the ISPA Board and through future reviews of Local Plans.

A Task Force has been established, which includes representatives from the ISPA authorities, to build on the transport mitigation strategy workstream that is required as part of the duty to cooperate in strategic planning. The Task Force is a forum for the scrutiny of a long-term transport strategy for the Greater Ipswich Area by providing evidence-based recommendations to the Highway Authority to help drive forward initiatives and interventions to enable people and vehicles to move more efficiently, safely and sustainably on Ipswich's highway network. The Task Force will make recommendations with regards to decongesting and decarbonising Ipswich and the surrounding areas whilst enhancing the economy.

The first meeting of the Task Force took place on 3rd September 2020 and further meetings have taken place. Authorities agree to support the work of the Task Force and its linkage to the ISPA Board's role in agreeing approaches to implementing the mitigation strategy.

2. Strategic infrastructure priorities

Background

The National Planning Policy Framework recognises the provision of infrastructure and to maximise sustainable transport solutions as integral to planning for new development. Public bodies across Suffolk recognise the benefits of collectively identifying and supporting strategic infrastructure priorities in order that focus can be placed upon securing these.

Evidence

Through Infrastructure Delivery Plans and the Suffolk Growth Partnership.

Transport modelling and mitigation is set out under I (Identification of cumulative / cross border infrastructure requirements resulting from planned growth, and mitigation measures) below.

Process of reaching outcomes and agreements

Through ISPA Board and the Suffolk Growth Partnership.

Outcomes and agreements

H6) Strategic policies in Local Plans will reflect and support delivery of infrastructure priorities as deemed necessary and appropriate to the respective local plans. The infrastructure priorities within the ISPA are identified as:

- a) A12 improvements;
- b) A14 improvements;
- c) Sustainable transport measures in Ipswich;
- d) Improved cycle and walking routes;
- e) Increased capacity on railway lines for freight and passenger traffic;
- f) Appropriate education provision to meet needs resulting from growth;
- g) Appropriate health provision to meet needs resulting from growth;
- h) Appropriate police, community safety and cohesion provision to meet needs resulting from growth;
- i) Provision of green infrastructure and Suitable Alternative Natural Greenspace;
- j) Improvements to waste management, water supply, foul sewerage and sewage treatment capacity; and
- k) Provision of appropriate digital telecommunications to provide mobile, broadband and radio signal for residents and businesses.

H7) Other infrastructure requirements related to growth planned in local plans is to be identified within the relevant local plans and Infrastructure Delivery Plans. Where necessary, Infrastructure Delivery Plans are to be aligned. Note that the list above does not represent any priority order.

Arrangements for necessary ongoing co-operation

The Ipswich Strategic Planning Area Board to provide a mechanism for co-operation in relation to requirements for infrastructure arising from development planned in local plans, as plans progress and are implemented. Local authorities will have regard to informed discussion at the ISPA Board.

The ISPA Board Terms of Reference identify the link between the ISPA Board and the Suffolk Growth Portfolio Holders.

I. Identification of cumulative / cross border infrastructure requirements resulting from planned growth, and mitigation measures

Background

The NPPF recognises the provision of infrastructure and the maximisation of sustainable transport solutions as integral to planning for new development. Due to the close functional relationship between Ipswich and the surrounding Districts there is potential for cross-border or shared infrastructure requirements, including modal shift from private car trips to sustainable transport modes, resulting from planned growth in emerging local plans.

Transport modelling in January 2019 identified significant adverse cumulative impacts affecting local and strategic transport networks in and around Ipswich. The NPPF requires Local Plans to include appropriate opportunities for mitigating adverse effects and to maximise sustainable transport solutions. Promoting modal shift from journeys related to new developments and existing communities is necessary to mitigate the adverse traffic impacts. Modelling modal shift has been undertaken through assumptions rather than targets. The modal shift measures are anticipated to also have a positive effect on mitigating impacts on air quality within Ipswich.

Evidence

Transport modelling and mitigation:

- The Methodology Report and the Results Report Volume 1: Suffolk Coastal and Ipswich were published in August 2018 as part of the consultation on the Suffolk Coastal First Draft Local Plan;
- Forecasting Report Volume 2: Suffolk Coastal and Ipswich and an updated Methodology Report were published in January 2019, and
- Forecasting Report: Demand Adjustments (for modal shift) and an updated Methodology Report were published in August 2019, along with a Strategic Road Network Technical Note.

- Suffolk County Council have developed a Transport Mitigation Strategy (August 2019) which identifies measures to mitigate impacts of growth on the transport network.

- ISPA Local Plan Modelling Methodology Report (January 2020) and the ISPA Local Plan Modelling Forecast Report – Forecasts with demand adjustments (January 2020) were published alongside the Ipswich Final Draft Local Plan.

- Suffolk Local Plan Modelling (including ISPA Model Run 9) Methodology and Forecasting Reports (October 2020) and Suffolk Local Plan Modelling Technical Note (November 2020), were published alongside the Babergh and Mid Suffolk Joint Local Plan Pre-Submission (Reg 19) Document in November 2020.

Evidence provided by Suffolk County Council in relation to education and early years capacities and constraints, and requirements for libraries and waste infrastructure.

Evidence provided through engagement with the NHS and Clinical Commissioning Groups in relation to the need for health infrastructure.

Evidence provided through Water Cycle Studies and engagement with Anglian Water and Essex and Suffolk Water.

Process of reaching outcomes and agreements

Shared framework⁹ developed, as part of the preparation of infrastructure delivery plans, between the local planning authorities and Suffolk County Council for identifying potential education constraints and requirements.

Shared framework (as above) developed, as part of the preparation of infrastructure delivery plans, between the local planning authorities and Suffolk County Council for identifying potential highways constraints and requirements, and measures to promote modal shift

Ongoing engagement between the local planning authorities and Suffolk County Council in the production of local plans.

Outcomes and agreements

I1) Infrastructure requirements related to growth planned in local plans are to be identified within the relevant local plans and Infrastructure Delivery Plans. Where necessary, Infrastructure Delivery Plans are to be aligned.

I2) The authorities are committed to the production of a transport mitigation and funding strategy, to identify funding and delivery mechanisms to implement the Transport Mitigation Strategy developed by Suffolk County Council. Progress to date on implementation and funding has included setting up the Quality Bus Partnership, assessing funding mechanisms and developing a Smarter Choices plan. It is agreed that funding will be through a combination of: developer-led projects, Section 106, Community Infrastructure Levy (CIL) and external sources, as appropriate. Progress will be included in future updates to this Statement.

Specific cross-boundary issues, outcomes and agreements are reported in the Annex to the Statement of Common Ground.

Arrangements for necessary ongoing co-operation

The Ipswich Strategic Planning Area Board to provide a mechanism for co-operation in relation to the requirements for and delivery of infrastructure and modal shift arising from development in local plans, as plans progress.

The ISPA Board Terms of Reference identify the link between the ISPA Board and the Suffolk Growth Portfolio Holders.

⁹ In the form of an agreed template of questions and criteria

Through the Ipswich Strategic Planning Area Board, taking forward the Transport Mitigation Strategy through the development of a more detailed implementation programme, including appropriate, phased mechanisms by which funding will be secured.

Environmental protection

Conservation and enhancement of the natural and historic environment

The Councils' individual Local Plans will contain policies relating to conserving and enhancing the natural and historic environment at the District level, including nationally designated sites. The specific cross-boundary matters identified below relates to mitigation of potential impacts upon internationally protected sites related to increased recreation pressure.

J. Mitigation of potential impacts upon internationally protected sites

Background

The Habitats Directive¹⁰ requires that plans and projects must not adversely affect the integrity of Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) (other than in exceptional circumstances where there are imperative reasons of overriding public interest).

Previous assessments undertaken in relation to the Habitats Directive / Regulations have identified the potential for impacts upon SPAs and SACs in relation to recreational disturbance resulting from development, and require mitigation to be secured to minimise the potential for adverse effects on the sites. Green infrastructure and Suitable Alternative Natural Greenspaces are identified within the strategic infrastructure priorities in section H of this statement.

Evidence

Assessment under the Habitats Regulations is undertaken during production of the local plans.

Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council and East Suffolk Council have produced a Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) to provide a mechanism to secure mitigation.

Process of reaching outcomes and agreements

Assessment is undertaken at relevant stages in the production of emerging local plans to identify whether the plans are likely to adversely affect the integrity of Special Protection Areas and Special Areas of Conservation.

¹⁰ Directive 92/43/EEC

Natural England is a ‘prescribed body’¹¹ for the purposes of the Duty to Co-operate. Consultation will take place with Natural England on assessments produced under the Habitats Directive.

Outcomes and agreements

J1) The Habitats Regulations Assessment for the Suffolk Coastal Local Plan at Final Draft Plan stage (December 2018) considers that there is significant potential for RAMS to be expanded to relate to growth in the Local Plan¹². The Habitats Regulations Assessment for the Ipswich Local Plan Review Final Draft (January 2020) also considers that the RAMS has significant potential for expansion into the longer term. The strategy includes a comprehensive monitoring and review programme that allows for new growth in emerging local plans to be incorporated into the avoidance and mitigation measures programme¹³.

J2) The Councils via an Executive Group will ensure that the RAMS is delivered. Further guidance on mechanisms for funding the delivery of the strategy may be set out in Supplementary Planning Documents or via other mechanisms.

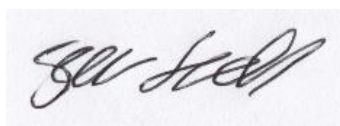
Arrangements for necessary ongoing co-operation

Continuation of joint approach to mitigation through the production of the RAMS and production of Supplementary Planning Document.

Ongoing liaison with Natural England through the production of Local Plans and RAMS.

Natural England are signatory to Section J of the Statement of Common Ground:

Signatory:



Name: Sam Kench

Position: Lead Adviser

Date: 25/03/2021

¹¹ As defined in the Town and Country Planning (Local Planning) (England) Regulations 2012

¹² Paragraph 5.23 of Habitats Regulations Assessment for the Suffolk Coastal Local Plan (December 2018)

¹³ Paragraph 5.20 of the Habitats Regulations Assessment for the Ipswich Local Plan Review Final Draft (January 2020)

6. Process for reviewing the Statement of Common Ground

The Statement of Common Ground will be reviewed at key stages during the production of the local plans and will be updated / amended as necessary. It will be refined to add further clarity to the specific approach, priorities and projects listed herein, as appropriate and on an ongoing basis. The triggers for updating the Statement of Common Ground could include (but are not limited to):

- An authority or authorities reaching a key stage in the production of their plan(s);
- Changes to the housing number resulting from the publication of new household projections or affordability ratios;
- If a local authority resolves that it has unmet housing need within its area;
- Consultation feedback;
- The production of new assessments or evidence;
- Changes to national policy.

It is acknowledged that there may be instances where the ISPA authorities are unable to agree on outcomes. In such instances this will be documented within future versions of the Statement of Common Ground. This reflects guidance contained in the Planning Practice Guidance.

It is proposed that the Statement of Common Ground will be updated and published at various times when authorities reach milestones in the preparation of Local Plans and/or key pieces of evidence emerge. The Statement of Common Ground has been published at the stages outlined below:


- Version 1: A Working Draft Statement of Common Ground was published as part of the consultation on the Suffolk Coastal First Draft Local Plan in July 2018.
- Version 2: A revised Working Draft Statement of Common Ground was published alongside the report to Ipswich Borough Council Executive in November 2018 (report reference E/18/32) and as part of the consultation on the Ipswich Local Plan Preferred Options (January – March 2019).
- Version 3: Statement of Common Ground (December 2018) published alongside the Suffolk Coastal Final Draft Local Plan (January 2019).
- Version 4: Updating and signing of version 3 – submitted alongside the Suffolk Coastal Final Draft Local Plan in March 2019.
- Version 5: Updating and signing of Version 4 – published alongside consultation on the Ipswich Local Plan Review Final Draft in January 2020.
- Version 6: Updating and signing of Version 5 - to be submitted alongside the Ipswich Final Draft Local Plan
- Version 7: Updating and signing of Version 6 – to be submitted alongside the Babergh and Mid Suffolk Joint Local Plan.

Signatories

The signatories to the Ipswich Strategic Planning Area Statement of Common Ground are set out below:

(Note: It is intended that the Statement of Common Ground will be signed prior to the Submission of each Local Plan for Examination under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended).

Signed on behalf of Babergh District Council:  Tom Barker Assistant Director – Planning and Communities with delegated authority on behalf of Babergh District Council	Date: 25 March 2021
Signed on behalf of Ipswich Borough Council:  Martyn Fulcher Head of Development with delegated authority from Executive	Date: 26 March 2021
Signed on behalf of Mid Suffolk District Council:  Tom Barker Assistant Director – Planning and Communities with delegated authority on behalf of Mid Suffolk District Council	Date: 25 March 2021
Signed on behalf of East Suffolk Council:  Councillor David Ritchie Cabinet Member for Planning and Coastal Management	Date: 26 March 2021

<p>Signed on behalf of Suffolk County Council:</p>  <p>James Cutting Head of Planning with delegated authority from Cabinet and Executive Director of Growth, Highways and Infrastructure</p>	<p>Date:</p> <p>25 March 2021</p>
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Ipswich Strategic Planning Area

Statement of Common Ground

Section I Annex – Cross Boundary Infrastructure Requirements

The information set out in this table, relates to Section I of the Ipswich Strategic Planning Area Statement of Common Ground. It sets out the cross boundary infrastructure requirements identified to support the delivery of Local Plans being prepared or adopted for each of the local planning authorities (Ipswich, Babergh, Mid Suffolk and East Suffolk (Suffolk Coastal Local Plan area)).

The table will be updated as Local Plans are prepared.

This version accompanies the Statement of Common Ground Version 7 – March 2021 and relates to cross boundary infrastructure requirements identified in relation to:

- Suffolk Coastal Local Plan (September 2020)
- Ipswich Core Strategy Review Ipswich Final Draft Local Plan (January 2020)
- Babergh and Mid Suffolk Joint Local Plan Pre-Submission (Reg 19) Document (November 2020)

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
Transport				
Improvements at A14 junctions 53 – 58 to address capacity issues.	Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council, Suffolk Coastal District Council, Suffolk County Council, Highways England	Transport Modelling for Babergh, Ipswich, Mid Suffolk and Suffolk Coastal Local Plans: Forecasting Report; Volume 1; Suffolk Coastal and Ipswich (August 2018) Forecasting Report Volume 2: Suffolk Coastal and	Suffolk Coastal Local Plan Policies SCLP2.2 Strategic Infrastructure Priorities, SCLP3.5 Infrastructure Provision, SCLP7.1 Sustainable Transport and SCLP12.20 Land at Felixstowe Road.	Specific contributions will be sought from individual developments which would have a significant impact on the junctions. Suffolk Coastal Local Plan Policy SCLP12.20 Land at Felixstowe Road requires opportunities to enhance the

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
		<p>Ipswich and an updated Methodology Report were published in January 2019.</p> <p>Forecasting Report – Forecasts with Demand Adjustment and an updated Methodology Report were published in January 2020, alongside consultation on the Ipswich Local Plan Review Final Draft.</p> <p>Forecasting Report and an updated Methodology Report (October 2020) and Technical Note (November 2020) were published alongside consultation on the Babergh and Mid Suffolk Joint Local Plan – Pre-Submission (Reg 19) Document in November 2020.</p>	<p>Ipswich Borough Council Final Draft Local Plan January 2020 policy ISPA2 Strategic Infrastructure Priorities and CS20 Key Transport Proposals.</p> <p>Babergh and Mid Suffolk Joint Local Plan – Pre-Submission (Reg 19) Document (November 2020) policy SP08 – Strategic Infrastructure Provision (as detailed in IDP), policy LP32 – Safe, Sustainable and Active Transport, policy LP33 – Managing Infrastructure Provision and policy LP35 – Developer Contributions and Planning Obligations.</p>	<p>Seven Hills junction (J58) to be explored.</p> <p>Policy CS20 in Ipswich Local Plan Review Final Draft supports measures to mitigate transport impacts.</p>
Improvements to sustainable transport	Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council, Suffolk Coastal District Council, Suffolk County Council	Transport Modelling for Babergh, Ipswich, Mid Suffolk and Suffolk Coastal Local Plans: Forecasting Report; Volume 1; Suffolk Coastal and Ipswich (August 2018)	Suffolk Coastal Local Plan Policies SCLP2.2 Strategic Infrastructure Priorities, SCLP3.5 Infrastructure Provision and SCLP7.1 Sustainable Transport.	Suffolk Coastal Local Plan Policy SCLP12.24 Land at Humber Doucy Lane, as part of a cross-boundary location for development with Ipswich Borough (policy ISPA4 in Ipswich Final Draft Local Plan),

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
		<p>Suffolk Coastal Final Draft Local Plan Sustainability Appraisal</p> <p>Forecasting Report Volume 2: Suffolk Coastal and Ipswich and an updated Methodology Report were published in January 2019.</p> <p>Forecasting Report (related to modal shift) and updated Methodology Report were published in August 2019.</p> <p>Strategic Road Network Technical Note (August 2019)</p> <p>Suffolk County Council Transport Mitigation Strategy (August 2019)</p>	<p>Ipswich Borough Council Final Draft Local Plan (January 2020) policy ISPA2 Strategic Infrastructure Priorities and CS20 Key Transport Proposals.</p> <p>Babergh and Mid Suffolk Joint Local Plan – Pre-Submission (Reg 19) Document (November 2020) policy SP08, policy LP32, policy LP33 and policy LP35.</p>	<p>includes a requirement for a robust package of measures to promote sustainable transport.</p> <p>Policies SCLP12.24 and ISPA4 require development of the land to contribute towards the establishment of the Ipswich 'green trail'.</p> <p>Seek agreement on a modal shift package and for ISPA Board to monitor delivery:</p> <ul style="list-style-type: none"> • Smarter Choices; • Quality Bus Partnership; • Reviewing of car parking and pricing strategies, and • Provision of sustainable transport infrastructure <p>Review of policy position informed through work being undertaken on modal shift.</p>
Utilities				
Extension of 132kV line to Felixstowe and establishment of a new	UK Power Networks / OFGEM	Information from UK Power Network	Suffolk Coastal Local Plan Policy SCLP2.2 Strategic Infrastructure Priorities	Suffolk Coastal Local Plan Policy SCLP2.2 Strategic Infrastructure Priorities states

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
<p>132/33kV substation with links to the 33kV network on the Shotley and Harwich peninsulas.</p> <p>Involves reinforcement and asset replacement of old equipment with higher capacity new equipment.</p>			<p>SCLP3.5 Infrastructure Provision</p>	<p>that Suffolk Coastal District Council will work with partners such as UK Power networks to enable the timely delivery of projects such as this.</p> <p>Suffolk Coastal Local Plan Policy SCLP3.5 states that Suffolk Coastal District Council will work with UK Power Networks to ensure proposed growth does not conflict with the electricity supply network.</p>
<p>Improvements to waste management facilities at Foxhall</p>	<p>Suffolk Coastal District Council, Ipswich Borough Council, Suffolk County Council</p>	<p>Suffolk County Council forecasts</p>	<p>Suffolk Coastal Local Plan Policies SCLP12.25, SCLP12.32, SCLP12.33, SCLP12.44, SCLP12.45, SCLP12.46, SCLP12.50, SCLP12.51, SCLP12.57, SCLP12.60, SCLP12.61, SCLP12.62, SCLP12.63, SCLP12.66, SCLP12.67, SCLP12.70, SCLP12.71. (Refer to Local Plan for details of the above site allocations)</p>	<p>Contributions through the Community Infrastructure Levy identified in Infrastructure Delivery Framework in Suffolk Coastal Local Plan towards improvements at Foxhall Household Waste Recycling Centre.</p>

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
Improvements to Household Waste Recycling Centre in Ipswich	Ipswich Borough Council and Babergh and Mid Suffolk District Councils	Suffolk County Council forecasts	<p>Policy SP2 in Ipswich Final Draft Local Plan (January 2020)</p> <p>Babergh and Mid Suffolk Joint Local Plan– Pre-Submission (Reg 19) Document (November 2020) policy SP08, policy LP33 and policy LP35.</p>	<p>In relation to site IP003 ‘Waste tip and employment area north of Sir Alf Ramsey Way’, the Ipswich Final Draft Local Plan states ‘Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available’.</p> <p>Contributions through the Community Infrastructure Levy Identified in the Babergh and Mid Suffolk Infrastructure Delivery Plan (September 2020).</p>
Improvements to waste management facilities in Stowmarket (Mid Suffolk District)	Suffolk Coastal District Council, Mid Suffolk District Council and Suffolk County Council	Suffolk County Council forecasts	<p>Suffolk Coastal Local Plan Policy SCLP12.58 Land adjacent to Swiss Farm, Otley</p> <p>Babergh and Mid Suffolk Joint Local Plan – Pre-Submission (Reg 19) Document (November 2020) policy SP08, policy LP33 and policy LP35.</p>	Contributions through the Community Infrastructure Levy identified in Infrastructure Delivery Framework in Suffolk Coastal Local Plan towards improvements to waste management facilities in Stowmarket.

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
Green Infrastructure				
Creation of 'green trail' around Ipswich	Ipswich Borough Council, Babergh District Council, Mid Suffolk District Council and Suffolk Coastal District Council.	Update to the Haven Gateway Green Infrastructure Strategy for the Ipswich Policy Area (August 2015)	Ipswich Borough Council Final Draft Local Plan policy ISPA4 Cross Boundary Working to Deliver Sites and CS16 green Infrastructure, Sport and Recreation. Suffolk Coastal Local Plan policy SCLP12.24 Land at Humber Doucy Lane.	Policies ISPA4 and SCLP12.24 require development to contribute to the creation of the 'green trail'.
Education				
Education capacity in north east Ipswich area.	Suffolk Coastal District Council, Ipswich Borough Council and Suffolk County Council	Suffolk County Council education forecasts	Suffolk Coastal Local Plan Policies SCLP12.24 Land at Humber Doucy Lane and SCLP12.66 Land at Keightley Way, Tuddenham SCLP12.67 Land south of Lower Road, Westerfield Ipswich Final Draft Local Plan Policy ISPA4 Cross Boundary Working to Deliver Sites	Contributions through the Community Infrastructure Levy identified in Infrastructure Delivery Framework in Suffolk Coastal Local Plan towards the provision of additional primary and secondary spaces at the Ipswich Garden Suburb. Policy ISPA4 requires primary school places to meet the needs of the development. Under SCLP12.24 and ISPA4, development to the north of Humber Doucy Lane is proposed to reflect likely delivery

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
				rates of education infrastructure at Ipswich Garden Suburb.
Claydon High School (Mid Suffolk District) forecast to exceed capacity	Suffolk Coastal District Council, Mid Suffolk District Council and Suffolk County Council	Suffolk County Council education forecasts	Suffolk Coastal Local Plan Policies SCLP12.70 Land at Mow Hill Witnesham and SCLP12.71 Land at Street Farm, Witnesham	Contributions through the Community Infrastructure Levy identified in Infrastructure Delivery Framework in Suffolk Coastal Local Plan towards additional spaces related to development in Suffolk Coastal District.
Woodbridge Road – identified for a special needs school	Suffolk County Council and Ipswich Borough Council	Suffolk County Council education forecasts	Final Draft Local Plan CS15/CS17	S106 contributions, DfE funding
Early years provision				
Early years capacity in north east Ipswich	Suffolk Coastal District Council, Ipswich Borough Council and Suffolk County Council	Suffolk County Council and Ipswich Borough Council	Suffolk Coastal Local Plan Policies SCLP12.24 Land at Humber Doucy Lane ISPA 4 of the final draft Ipswich Local Plan	Policy SCLP12.24 requires 0.1ha of land for an early years setting if needed in the Suffolk Coastal part of the site. Ipswich Final Draft Local Plan Policy CS17 identifies that development will need to meet the on- and off-site infrastructure needed to support the development and ISPA4 addresses cross boundary working on sites.

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
Health				
Additional floorspace at practices within Ipswich Borough.	Suffolk Coastal District Council, Ipswich Borough Council, Babergh District Council, Mid Suffolk District Council, NHS, Ipswich & East Suffolk Clinical Commissioning Group	Ipswich & East Suffolk Clinical Commissioning Group forecasts	<p>Suffolk Coastal Local Plan Policies</p> <p>SCLP12.56 Land at Bridge Road, Levington, SCLP12.67 Land south of Lower Road, Westerfield, SCLP12.24 Land at Humber Doucy Lane SCLP12.66 Land off Keightley Way, Tuddenham</p> <p>Babergh and Mid Suffolk Joint Local Plan– Pre-Submission (Reg 19) Document (November 2020) policy SP08, policy LP33, policy LP34 – Health and Education Provision and policy LP35.</p>	<p>Contributions towards enhancements are identified alongside policies SCLP12.24, SCLP12.56, SCLP12.66 and SCLP12.67 in the Suffolk Coastal Local Plan.</p> <p>Contributions through the Community Infrastructure Levy Identified in the Babergh and Mid Suffolk Infrastructure Delivery Plan (September 2020).</p>
Libraries				
Improvements to library provision within Ipswich Borough	Suffolk Coastal District Council, Ipswich Borough Council and Suffolk County Council	Suffolk County Council	Suffolk Coastal Local Plan Policies SCLP12.24 Land at Humber Lane, SCLP12.25 Suffolk Police Headquarters, Martlesham, SCLP12.44 Land to the South East of Levington Lane, Bucklesham,	The Suffolk Coastal Local Plan identifies a contribution towards improvements at Ipswich library through the Community Infrastructure Levy, in relation to these policies.

Infrastructure requirement / issue	Relevant authorities	Evidence	Relevant policies in plans	Outcomes
			SCLP12.66 Land off Keightley Way, Tuddenham, SCLP12.67 Land off Lower Road, Westerfield, SCLP12.70 Mow Hill, Witnesham and SCLP12.71 Land at Street Farm, Witnesham.	