West Suffolk Council

West Suffolk Local Plan Infrastructure Delivery Plan

July 2025

Contents

1. Introduction 3

2. Strategic infrastructure requirements 13

Transport 13
Education 17
Health 21
Emergency services 26
Water supply, water resources and wastewater 30
Energy 35
Green infrastructure, open space, leisure and community facilities 36
Security 40
Telecommunications 42
Waste 43

3. Site specific and local infrastructure requirements 45

4. Appendices 47

Appendix A: engagement with infrastructure providers 48

Appendix B: new site allocations 49

Appendix C: carried forward site allocations with planning permission 109

Appendix D: summary of preferred options responses and key issues.....114

Appendix E: regional and sub regional context for transport infrastructure 115

1. Introduction

1.1. The West Suffolk Infrastructure Delivery Plan (IDP) has been prepared to support the West Suffolk Local Plan. Its role is to set out what infrastructure is needed to enable the delivery of the spatial strategy, including proposed levels and locations of development, and to ensure proposals are in place, or will be put in place, to deliver that infrastructure.

1.2. Local infrastructure provision is a key element of the spatial planning approach and plays an important role in coordinating the level of infrastructure and services in a local area to ensure that current and future demands are met.

1.3. The IDP provides critical evidence to support the local plan and provides details of projects required to be delivered to support the growth proposed in the district. It also provides detail for negotiation with developers to ensure developer contributions are delivered as part of new development.

1.4. Local planning authorities are required to set out within their plans the infrastructure that is needed to support the level of development being proposed. Where possible the planning process needs to identify the infrastructure that is required, the cost and phasing of delivery, how it will be funded and who is responsible for delivery.

1.5. This plan also outlines any potential gaps in provision and identifies what new infrastructure is required where needed to mitigate some of the potential effects of the levels of development being proposed. In some instances, although solutions can be found, it is too early to commit to the specific infrastructure, therefore a contribution is required, and a strategy has been prepared or will be prepared to inform the necessary specific provision. For example, health and sustainable transport mitigation.

1.6. In addition, an assessment is made of the potential funding sources for the infrastructure required to support growth, identifying whether there is a gap in the funding for these services given the income available from the development that the service provider receives.

1.7. The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the council at the time of preparing the West Suffolk Local Plan. The information within the IDP is a starting point for calculating infrastructure needs from new development.

1.8. Exact requirements from qualifying developments will be assessed as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings (including indexation).

1.9. Any identified infrastructure costs within this infrastructure delivery plan (IDP) are taken from a range of relevant sources and the reader should refer to the information contained within each IDP section of the IDP.

1.10. This IDP should also be read in conjunction with the latest West Suffolk Infrastructure Funding Statement, which sets out all developer obligations (funds) already secured for new or enhanced infrastructure across the district from new developments and how and when it will be spent, and the West Suffolk Local Plan 2041 and supporting evidence documentation.

1.11. The scope of the IDP reflects national planning policy and guidance, best practice in the provision of infrastructure and engagement with the relevant service providers. The infrastructure types addressed (listed in Table 1) include both local services and those that are strategic in nature.

Developing the infrastructure delivery plan

1.12. Developing the IDP has been an iterative process, informing the local plan as well as helping to ensure that development is directed to where it can best be supported by infrastructure.

1.13. This document has been informed by the ongoing engagement with infrastructure providers. This process commenced in 2020 during the issues and options stage of local plan preparation, when West Suffolk reached out to all infrastructure and/or service providers with an inception meeting. In some cases, memorandum of cooperations were prepared and signed to formalise the process where there were a number of key contacts across the service provision area for example health. Thereafter a variety of joint and individual meetings took place. Appendix A provides a snapshot of the engagement undertaken, with further detail set out in the duty to cooperate.

1.14. Meetings with the service providers will continue post adoption of the local plan.

Status of this document

1.15. The IDP is in three parts. Part one (2022) and part two of the IDP (2024) are detailed below. This IDP (July 2025) provides an update to part two, following the adoption of the of the local plan. The changes in this document reflect modifications made during the examination of the local plan. Whilst evidence referred to in the IDP may have been subsequently updated, this was not used in the preparation of the local plan and therefore is not referred to in this document.

1.16. The local planning authority is expected to commence work on a new plan under the revised plan-making system as soon as the provisions are brought into force later in 2025. A new IDP will be prepared alongside a new West Suffolk Local Plan as set out in annex 1 of the local

development scheme West Suffolk Local Development Scheme February 2025.

Part one

1.17. Part one of the infrastructure delivery plan (IDP) was published in May 2022 with the preferred options consultation and sets out the baseline and current provision of infrastructure and existing shortfalls. The document can be found on the West Suffolk Local Plan Background Evidence webpage.

1.18. The first IDP baseline (part one) was prepared in 2022 and set out the baseline position and this document part two is the next step in the infrastructure delivery plan process identifying the specific infrastructure requirements.

Part two

1.19. Part two of the IDP supplements part one and accompanied the submission draft West Suffolk Local Plan (2024). This involves identifying the specific infrastructure requirements for each infrastructure type in order to mitigate the impacts of development. These are secured through on-site provision and/or developer contributions and in some case external funding.

1.20. The comments received to the part one IDP during the preferred options consultation (2022) were taken into account in the part two regulation 19 consultation version (2024). A summary of the comments made and how they have been addressed can be viewed at appendix D.

Role of Suffolk County Council

1.21. Suffolk County Council is responsible for delivering and maintaining types of infrastructure in the district such as roads, schools, waste disposal services and libraries and plays a vital role in the provision of infrastructure in West Suffolk.

1.22. Suffolk County Council have published a developer's guide Developers guide to infrastructure contributions in Suffolk – Suffolk County Council and sets out the Suffolk approach for determining what is necessary to mitigate the impact of individual developments. It provides helpful guidance on the types of contributions which may be sought, and the approach for calculating the level of them.

1.23. It is not a one size fits all approach. Contributions will only be secured on the basis of the individual circumstances of a development. For example, a developer wants to build 100 houses. The local schools have capacity to take all children anticipated to be brought to the area by the new houses. Therefore, an education contribution will not be secured for this particular development.

1.24. Negotiations with developers will start from the position set out in the developer's guide, which sets out the likely contribution that will be sought from the developer. With individual circumstances the contribution requested may be less or more than shown in the document. The developer's guide is not prescriptive but a useful document to illustrate likely demands placed on new development proposals. Some of its content may not be relevant for all proposals and in certain circumstances additional or alternative elements may need to be addressed.

1.25. The guide is not a statutory planning document; however, it is material consideration. Suffolk County Council, therefore, requests that all local authorities give it due weight in terms of plan making and planning application decisions.

1.26. The content of the developer's guide has been used to inform the schedules (appendix B and appendix C) alongside engagement continuous engagement with Suffolk County Council.

1.27. Suffolk County Council provided costs and figures which helped inform the West Suffolk Viability Assessment (December 2023) prepared to support the local plan and ensure that the policies cumulatively and site allocation requirements are deliverable. The developer guide is soon to be updated with a consultation expected early 2024. Any updated figures once this document is adopted will feed into any future planning applications.

Viability appraisal

1.28. West Suffolk commissioned a viability assessment from Dixon Searle Partnership in 2021 which informed the content of the emerging local plan through preliminary reviews and assessments with the Final Stage 1 and 2 Viability Evidence and Assessment being published in December 2023. This explores the potential for development identified through the West Suffolk Local Plan to be viable once the policies in the plan are adopted.

1.29. A viable development scheme is typically regarded as one that generates enough value to cover all its costs, as well as supporting a sufficient land value and profit (as appropriate returns to the landowner and developer). In this context of viability in planning, a viable development is one which also supports the relevant planning policies and obligations, including the level of infrastructure and development mitigation required, as part of the costs.

1.30. The assessment concludes that that the approach proposed by West Suffolk Council is capable of informing and supporting viable developments.

Infrastructure interrelationships

1.31. While infrastructure types are considered separately it is important to note that there are many interrelationships and dependencies which exist, in terms of delivery and impacts on the communities they serve. For example, the provision of green infrastructure can have positive benefits for the health of a population which may include opportunities for active recreation, spaces for community interaction and integration, as well as having positive effects on mental health and wellbeing.

1.32. As such, the delivery of infrastructure to support West Suffolk's growth over the local plan period has a range of indirect impacts on the district's population. It is therefore critical to ensure that the phasing and delivery of infrastructure at relevant trigger points identified in the s106 is carefully planned.

1.33. An accurate appreciation of planned, secured, and committed funding also needs to be established to gain a thorough understanding of the types of infrastructure which may be at risk if funding is not available and the potential effects of this on the local population.

Levels of growth

1.34. Under the Government's standard methodology, the housing requirement for the district is 806 dwellings per annum. This equates to 13,702 dwellings over the plan period up to 2041.

1.35. West Suffolk has planned for 15,211 new homes alongside 9,075 homes that already have planning permission.

Allocations

1.36. The allocations and infrastructure requirements are set out the following tables:

- Appendix B: allocations within the local plan without planning permission.
  In these circumstances evidence used from the services providers have informed an actual cost or mechanism, phasing and responsible authority.
- Appendix C: allocations within the local plan which have planning permission.
  In these circumstances the infrastructure and costs secured via a signed s106 have been used.

1.37. Specific costs on a per dwelling basis have been included within the tables where appropriate. In some cases, the requirements have not been set out and there remains scope for requirements for contributions towards these to be included and for funding to be secured through s106.

1.38. The topic chapter headings for each infrastructure type are set out alongside the evidence and any relevant strategy.

Infrastructure type

Infrastructure type	Subcategory	Responsibility
Education	• Early years • Primary • Secondary • Further education	Suffolk County Council
Health	• GPs • Secondary health care • Mental health • Older age care	Integrated Care Board NHS Suffolk County Council
Highways	• Roads • Rail • Bus networks • Footpaths • Cycleways • Sustainable transport	All Suffolk County Council aside from Network Rail's rail responsibilities National Highways
Community facilities	• Libraries • Community centres • Village halls	Suffolk County Council West Suffolk Council and/or parish or town council
Green infrastructure	• Open spaces • Outdoor sports • Indoor sports and leisure centres • Play facilities	West Suffolk Council and/or private company. Parish and Town Councils
Utilities	• Electricity • Gas • Water • Sewerage • Renewables • Broadband	Utilities providers
Waste and recycling	• Landfill • Recycling	Suffolk County Council
Emergency services	• Ambulance • Police • Fire and rescue	East of England Ambulance Service Suffolk Constabulary Suffolk County Council
Flood risk and drainage	• Flooding • Surface flood	Environment Agency Anglian Water Suffolk County Council – local lead flood authority

Funding and delivery

1.39. The growth identified within the West Suffolk Local Plan will inevitably have an impact upon the infrastructure such as roads, schools and open spaces, the infrastructure delivery plan evaluates this impact and what improvements to existing provisions are required and what additional infrastructure is required. Infrastructure can be provided in kind or it can be funded by developer contributions and delivered by local authorities and other specialist providers.

Developer contributions

1.40. As set out in the National Planning Policy Framework (NPPF) developers must mitigate any impact their development has upon existing infrastructure and help provide a proportionate element of any required new infrastructure, if it is necessary to make the proposed development acceptable and sustainable.

1.41. Infrastructure can be provided directly by a developer, such as building a new road or a new community facility, however it can also be delivered by the developer paying a contribution towards the cost of another party delivering it. On larger developments, there is usually a combination of direct delivery and developer contributions. Legal agreements pursuant to s106 or s278 of the Town and Country Planning Act 1990 will secure commitments from the developer to either deliver the infrastructure themselves or to pay contributions. S106 agreements secure developer contributions in West Suffolk.

S106 contributions

1.42. A local planning authority can seek planning obligations, both physically on-site and contributions for off-site, when it is considered that a proposed development will have a negative impact that cannot be dealt with by attaching conditions to the planning permission. New residential developments can place additional pressure on the existing social, physical, and economic infrastructure in the surrounding area. Planning obligations aim to reduce this additional pressure, by securing improvements to the infrastructure. S106 obligations may restrict the development or use of land, require specified operations, provisions, or activities to be carried out and/or require a sum of money to be paid.

1.43. The community infrastructure levy (CIL) 2010 legislation states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

a. Necessary to make the development acceptable in planning terms.
b. Directly related to the development.
c. Fairly and reasonably related in scale and kind to the development.

1.44. Once the terms of the required s106 have been agreed, all parties with an interest in the land proposed for development, will sign the s106 legal deed. When the related planning permission is granted the s106

obligation is registered as a local land charge and, obligates the owner and any future owners until the terms are met.

1.45. If the local planning authority (LPA) collects a contribution for infrastructure, the monies will be held by that local authority in a specific ring-fenced account. Legally s106 sums can only be spent on the intended purpose, in accordance with the terms of the s106 obligation.

1.46. Since 2019 LPAs must publish an annual infrastructure funding statement (IFS), with details about s106 obligations as required in the community infrastructure levy (CIL) regulations amendment at 10A. The following figures appear in the West Suffolk Council IFS for 2022 to 2023.

- Money secured in s106 planning obligations for West Suffolk Council was £2,513,692.00.
- Money received by West Suffolk Council was £1,150,544.62.
- Non-monetary items secured for West Suffolk Council were a total of 512 affordable homes.
- Money which was allocated but not yet spent was £2,841,539.01.
- Total of money which was spent during year 2022 to 2023 was £640,026.46.
- Total of commuted sums held for maintenance of our open spaces was £1,360,137.16.

1.47. At the end of the financial year 2022 to 2023 West Suffolk Council held £6,118,677.37, which included £1,707,373 for affordable housing. This s106 money will be utilised to help fund public open space and play areas and community facilities such as new community centres. It will also be used for additional affordable housing, such as helping Registered providers purchase open market housing to convert to affordable housing and to help local health providers increase capacity within NHS health settings, such as extending doctors surgeries.

S278 agreements

1.48. Legal agreements pursuant to s278 of the Town and Country Planning Act 1990 will secure commitments from the developer to deliver the necessary highways infrastructure for their development, whilst also arranging for a surety to hold a financial bond, which can be drawn down by the local highways authority, if for any reason the developer is unable to complete the highways works. This then provides certainty of delivery for critical infrastructure. Suffolk County Council is the local highway authority in West Suffolk, so they are responsible for securing the required s278 agreements.

1.49. In most cases then, the highways infrastructure that is secured via s278 agreements is a provision that is delivered in kind and not by the local authority receiving developer contributions. Smaller highways infrastructure such a bus shelters or some pedestrian crossings can be secured by developer contributions, through s106 agreements.

Government funding

1.50. New development is expected to pay a fair proportion towards any required infrastructure deemed necessary to make the development acceptable. This means that where for instance a new school is required, developers should only pay for the impact of the new pupils generated by their development and cannot be expected to pay for the entire cost of a new school. To fund the gap, funding from central government is required. This funding is sought by local councils in a competitive process of bids and there can be a degree of uncertainty related to when these bidding rounds occur and naturally also, if their bids are going to be successful.

1.51. In West Suffolk the funding for schools and highways will be sought by the local authority for these areas, which is Suffolk County Council.

Emerging infrastructure levy

1.52. The Levelling Up and Regeneration Bill (LURB) 2022 proposed to replace the current system of securing developer contributions with a new infrastructure levy. The rates and thresholds will be contained in 'charging schedules' and set and raised by local planning authorities (rather than nationally), meaning that rates are tailored to local circumstances and deliver at least as much onsite affordable housing.

1.53. Charging schedules will be subject to public examination. There will also be a process to require developers to deliver some forms of infrastructure that are integral to the design and delivery of a site. At this time (January 2024) there are no further details about the implementation of this levy.

Other funding

1.54. Infrastructure providers and the statutory agencies are responsible for meeting their statutory obligations and responding to growth through their own funding sources, and planning for infrastructure provision through investment plans, which take into account the council's plans for development.

1.55. Other potential sources of funding could come forward through a number of the following funding schemes and/or grants:

- Local enterprise partnership.
- Levelling up fund.
- Housing infrastructure fund.
- Skills capital fund.
- Local growth fund (local enterprise partnership).
- Major road networks programme (Department for Transport).
- Department for Transport and/or National Highways funding.
- Quality bus partnerships and/or bus operator investment.
- Air quality grant and/or clean air fund.
- Local transport plan funding.

- Network Rail and/or rail franchises.
- Environment Agency grants.
- Arts Council England and/or heritage lottery project and/or Sports England.

Infrastructure delivered by providers

1.56. There is infrastructure that will be provided directly by external providers such as utility companies and the costs of such infrastructure will typically be funded by the end users. Utility bills will reflect these costs and the industry regulators should ensure that both the timely and continued energy supply and the cost to the providers, is fairy reflected in the utility bills.

1.57. Connection charges will also cover some of the up-front costs for providing this infrastructure and these will typically form part of the initial connection charge paid for by a developer.

Delivery

1.58. In conclusion, the development within the West Suffolk Local Plan will require infrastructure to be delivered in a number of ways and these can be listed as including the following sources:

- Central Government funding.
- Developer Contributions secured by s106.
- In-kind provision such as affordable housing, open space, highways, commercial buildings and community facilities.
- Provision by providers (utilities).
- The council or councils in collaboration.

2. Strategic infrastructure requirements

Transport

2.1. Suffolk County Council (SCC) are the statutory local highway authority for most roads in West Suffolk. Suffolk County Council are a statutory consultee to the planning process and are responsible for ensuring the highway network in Suffolk remains safe and fit for purpose.

2.2. National Highways (NH) are responsible for the strategic road network (SRN) in Suffolk, primarily this is the A11 and A14 affecting the WSC area. Meetings with National Highways have also been undertaken to ensure that all bodies are kept regularly informed.

2.3. West Suffolk Council, Suffolk County Council and National Highways have worked extensively throughout the preparation of the local plan. At some points in the process between regulation 18 and 19, fortnightly meetings were held, as well as workshops with appropriate stakeholders, for example neighbouring authorities to work through transport impacts and mitigation options that were required to accommodate the planned growth. This work started in 2019 and will continue post local plan adoption.

Transport evidence

2.4. Evidence gathering commenced in 2021 with the commissioning of a transport consultant to undertake an assessment of the strategic highways impacts of housing and employment development within the West Suffolk Local Plan.

2.5. This document was published with the preferred options consultation in May 2022.

2.6. The strategic highway modelling used the Suffolk County Transport Model (SCTM). The SCTM was originally calibrated and validated to reflect traffic conditions for a base year of 2016. A 2019 present year validation exercise baseline has been undertaken for the SCTM. It was considered 2019 represented a typical traffic baseline for West Suffolk as it presented a pre-COVID-19 level of traffic. This has been demonstrated to appropriately match observed 2019 traffic flow data from transport assessment traffic counts and strategic traffic counters. A new 2040 forecast has been produced in consultation with Suffolk County Council based on the latest version of TEMPro, Version 8. This version of TEMPro accounts for societal changes since the COVID-19 Pandemic and is therefore a better forecast of traffic growth across the region. This new, improved forecast has therefore been used for all further modelling scenarios to improve accuracy.

2.7. Following the preferred options consultation consultants were appointed to undertake the next phase of works.

2.8. The transport mitigation report (TMR) forms part of the transport evidence to the local plan and is discussed in the sections below.

Updates since infrastructure delivery plan part one (IDP) (published 2022)

Regional and subregional context for transport infrastructure

2.9. The part one IDP (2022), sets out the key transport infrastructure at a regional and/or sub-regional level. There have been various updates to the schemes and proposals in particular bus and rail. These are set out in appendix E. The bus and rail updates in particular will continue to feed into the emerging local transport plan and the sustainable mitigation measure options that will form part of the highway mitigation proposals.

Suffolk Local Transport Plan 2011 to 2031

2.10. Suffolk County Council (SCC) are developing a new local transport plan (LTP3) to also cover the period to 2040. The current programme for full consultation dependent on the Department for Transport (DfT) releasing updated guidance to local transport authorities. However, SCC are intending to consult on the broad themes of the LTP3 in spring 2024.

2.11. The emerging LTP is still developing, and some of the content is yet to be discussed fully with the West Suffolk Council, therefore has not informed this local plan preparation but will inform subsequent local plan implementation. However, the extant LTP2 is still relevant and contains sufficient policy support for a sustainable transport-based mitigation strategy to unlock plan led growth across Suffolk.

Transport mitigation report

2.12. The Transport Mitigation Report (TMR) provides an assessment of the traffic impacts from the emerging local plan site allocations proposed developments and sets out how the increased potential demand for transport and movement can be mitigated.

2.13. The report firstly, present a series of physical highway mitigation measures however, the report emphasises the need to explore alternative solutions before resorting to constructing additional road space.

2.14. The TMR also presents a range of sustainable transport measures including suggested link improvements within West Suffolk district and where necessary, cross-boundary in conjunction with neighbouring authorities, which can bring about a change in travel behaviours. From aspirational levels to more practicable modes of change, these measures offer opportunities to reduce car use and improve the health, wellbeing, and travel options of residents, employees and visitors. The proposed sustainable mitigation measures approaches point out the potential for introducing and enhancing sustainable travel options in towns and local adjacent areas within the local plan site allocations and their surrounding

areas. The sustainable transport measures proposed have proven successful in other developments across England.

2.15. A monitor and manage approach run by Suffolk County Council will review trip generation from development sites and will be set to monitor traffic levels with trigger points, any exceedance of these trigger points will result in proposed physical highway mitigations being delivered.

2.16. Overall, the TMR considers that, through the implementation of a package of sustainable transport measures, behavioural change initiatives, monitor and managing development traffic and potential localised highway improvements, the West Suffolk Local Plan site allocations could be implemented without creating a severe residual impact on the West Suffolk district highway networks. Detailed measures will, however, be developed and assessed more fully as part of the transport assessment process associated with individual development proposals as they come forward through the planning application process.

Transport Mitigation Report Addendum

2.17. The conclusions reached within this addendum add to those set out within the Transport Mitigation Report (TMR). The additional information and assessment included within this addendum provide additional assessment of the traffic impacts from the Regulation 19 submission local plan sites for West Suffolk and sets out how the increased potential demand for transport and movement can be mitigated.

2.18. As concluded within the TMR, a monitor and manage approach will review trip generation from development sites and will be set to monitor traffic levels with trigger points, any exceedance of these trigger points will result in potential delivery of physical highway mitigations, such as the potential schemes for the A14 junctions 43 and 44 for example. However, it has been reiterated in this addendum the need to explore alternative solutions before resorting to constructing additional road space.

2.19. Overall, this addendum to the TMR has provided supplementary analysis to show that traffic from the Regulation 19 submission local plan sites, and background traffic growth, can be accommodated on the parts of the highway network that appears to experience stress from these increases. Furthermore, sustainable transport measures should be considered first and foremost before physical improvements to junctions are considered and the effectiveness of these sustainable transport measures be monitored and managed to determine if physical mitigation is required.

Suffolk County Council – financial contributions

2.20. Suffolk County Council's (SCC) published Developers Guide sets out the estimated financial contributions required from SCC for highways requirements.

2.21. West Suffolk Council as the planning authority, with Suffolk County Council as the local highway authority, will seek financial contributions through the planning process to mitigate the impact of the emerging local plan site allocations on the local highway network. These financial contributions will deliver sustainable mitigation and physical mitigation.

2.22. The total combined value of all of the physical mitigation schemes for which it is possible to estimate a cost is approximately £2.35 million. This is set out in further detail within the Transport Mitigation Report 2023.

2.23. The transport mitigation costs are significant, and the developer contributions sought will not be sufficient to cover the transport infrastructure costs within West Suffolk, particularly those which are not directly linked to the impact of a proposal. Therefore, in addition to the level of funding secured by a s106 external funding sources will be required. This means that an infrastructure funding gap exists and highlights the importance of partnership working and external funding sources in infrastructure delivery in relation to transport.

Public Rights of Way (PROW)

2.24. There is a large, but in some cases fragmented, network of public rights of way across West Suffolk, providing important opportunities for access to the countryside for walkers, cyclists and horse riders, as well as links within and between the towns and villages and surrounding countryside providing opportunities for healthy exercise. It is vital that this network is protected, managed and where possible enhanced.

2.25. The Suffolk Green Access Strategy Rights of Way Improvement Plan 2020 – 2030 sets out a range of aims and actions to provide a more accessible and better managed network. Studies undertaken by the authority have also identified a number of missing links in the rights of way network, whose provision would significantly enhance the network.

2.26. Policy LP42 (Rights of way) to safeguard and enhance public rights of way for the use of pedestrians, cyclists, horse riders and other users. All developments will be expected to improve or contribute to the improvement of public right of way on and off site to facilitate sustainable modes of access, connect communities together, promote access to the countryside for recreation, and improve health and wellbeing.

Next steps

2.27. Sustainable transport measures are an evolving area and will require further feasibility and assessment to determine the right sustainable mitigation package.

2.28. A more detailed project plan will be prepared alongside the local transport plan programme to prepare a strategy for implementation and monitoring.

West Suffolk Local Plan strategic and non-strategic policies

2.29. The local plan contains a number of key policies in relation to transport:

- Policy SP4 (design) – The purpose of the policy is to create well designed and connected communities.
- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP41 (active and sustainable travel) – The purpose of this policy is to ensure that high quality walking and cycle infrastructure is delivered by new development to significantly increase the number of trips that are carried out by sustainable modes of travel.
- Policy LP42 (rights of way) – The purpose of this policy is to safeguard and enhance public rights of way for the use of pedestrians, cyclists, horse riders and other users.
- Policy LP43 (transport assessments, transport statements and travel plans) – The purpose of this policy is to ensure major development proposals or applications likely to have a significant transport implication, submit relevant documents considering the transport impacts alongside their planning applications.
- Policy LP44 (parking standards) – The purpose of this policy is to make sufficient provision for parking.

West Suffolk Local Plan site allocations

2.30. The site allocation policies include site specific detailed requirements for a development. The following are examples of transport requirements contained within site allocation policies for new site allocations:

- Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside.
- A transport assessment and travel plan will be required as part of any application for development on the site.

2.31. Site allocations with planning permission carried forward from the previous local plan, detail the transport requirements and mitigation in full to reflect those secured via planning conditions and S106 agreements.

Education

2.32. Suffolk County Council (SCC) is the local education authority (LEA) for Suffolk responsible for education in the county. The LEA has duties and responsibilities in a number of areas of education and childcare, including school place planning, ensuring that every child has a school place, and sufficient provision of early years places. They are also responsible for

the provision of education for children with special educational needs, and for home to school transport.

2.33. West Suffolk Council has worked closely with the LEA in planning for growth in the district until 2041 and will continue to do so beyond the adoption of the West Suffolk Local Plan. Regular meetings have been held throughout the whole local plan process between both parties.

2.34. Suffolk County Council updated their Developers Guide Developers guide to infrastructure contributions in Suffolk – Suffolk County Council in 2021. The purpose of the developers' guide is to provide guidance on a wide range of infrastructure issues that may need to be considered by the relevant local planning authority when determining development proposals.

2.35. Suffolk County Council (SCC) use the Department for Education (DfE) published guidance to help secure appropriate developer contributions for education to ensure that housing developers contribute to the cost of providing the new school places required for the planning housing growth by a local authority. The DfE updated their Securing Developer Contributions for Education Developers guide to infrastructure contributions in Suffolk – Suffolk County Council document in August 2023. This resulted in SCC updating their developer contributions costs for early years and education.

2.36. Suffolk County Council (SCC) apply the following DfE school place scorecard costs (unless bespoke costs are known) to planning obligations:

- Early years expansion cost per pupil place – £19,230.
- Early years new build cost per pupil place – £22,960.
- Primary school expansion cost per pupil place – £19,230.
- Primary school new build cost per pupil place – £22,960.
- Secondary school expansion cost per pupil place – £26,450.
- Secondary school new build cost per pupil place – £27,815.
- Sixth form expansion cost per pupil place – £26,450.
- Sixth form new build cost per pupil place – £27,815.

2.37. Suffolk County Council uses the following child population yield estimates per 100 dwellings (including special educational needs (SEND) as a basis for strategic planning:

	Child yields per 100 dwellings	**SEND pupil yield**
Early years	nine	Not applicable
Primary	25	1.5 per cent of primary yield
Secondary	18	two per cent of secondary yield
Sixth form	four	two per cent of sixth form yield

Early years

2.38. Whilst many early years settings fall within the private, voluntary, and independent (PVI) sector, local authorities have a duty to ensure early years childcare provision within the terms set out in the Childcare Acts 2006 and 2016. The Department for Education (DfE) have increased funding and introduced new funding over recent years. This includes the introduction of funding for eligible two year-olds and the 30 hours funded childcare offer for three to four year-olds, and early years entitlement for children aged nine months to three years which comes into effect in 2024.

2.39. Suffolk County Council (SCC) have confirmed that as well as securing financial contributions towards expanding early years settings across the district to cater for the growth within the plan period, land must be safeguarded for a number of new early years settings within site allocations.

2.40. The following site allocations within the West Suffolk Local Plan are delivering early years settings:

- Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds.
- Policy AP4 West Bury St Edmunds.
- Policy AP5 North-east Bury St Edmunds.
- Policy AP6 South-east Bury St Edmunds.
- Policy AP16 Land west of Mildenhall.
- Policy AP30 Land off Crown Lane and west of A143, Ixworth.
- Policy AP44 Land at Rookery Drove, Beck Row.

Primary

2.41. Suffolk County Council (SCC) have confirmed that as well as securing financial contributions towards expanding primary school settings across the district to cater for the growth within the plan period, land must be safeguarded for a number of new primary schools within site allocations.

2.42. Feasibility studies have been carried out by SCC to establish whether it is possible to extend existing primary school settings within the district. The outcome of these studies have determined which schools can accommodate the pupils arising from the future growth, any land that is needed to future proof school settings and those settlements that need new and/or additional settings.

2.43. The following site allocations within the West Suffolk Local Plan are delivering primary schools:

- Policy AP3 Land north of Rougham Tower Avenue, Bury St Edmunds.
- Policy AP5 North-east Bury St Edmunds.
- Policy AP6 South-east Bury St Edmunds.
- Policy AP13 North-west Haverhill.
- Policy AP14 North-east Haverhill.
- Policy AP16 Land west of Mildenhall.

- Policy AP23 Primary school provision, Newmarket
- Policy AP30 Land off Crown Lane and west of A143, Ixworth.
- Policy AP35 Land north of Station Road, Lakenheath.

2.44. In addition, West Suffolk are allocating three sites which reserve land for the expansion of existing primary schools:

- Policy AP26 Land north of Barrow Primary School.
- Policy AP48 Land north of Moulton Primary School.
- Policy AP51 Land west of West Row Primary School.

2.45. The level of growth planned for the Newmarket area generates the potential need for primary school provision. A site is yet to be identified therefore a proactive policy (policy AP23) has been prepared to support site selection and delivery.

Secondary and sixth form

2.46. The secondary schools in Bury St Edmunds, Haverhill, Newmarket, Clare and Ixworth which serve those settlements and the surrounding areas have had feasibility studies carried out by Suffolk County Council (SCC) to establish whether it is possible to extend the existing settings. The outcome of these studies have determined these schools can accommodate the pupils arising from the future growth within the area.

2.47. The level of growth planned for the Mildenhall, Lakenheath and Red Lodge area generates the need for infrastructure provision in relation to education during the plan period. There is a projected need for a new secondary school in Red Lodge, identified by SCC as the education authority.

2.48. Whilst the need has been established, a site is yet to be identified by SCC and therefore a proactive policy has been prepared to support site selection and delivery within the West Suffolk Local Plan. Policy LP46 (secondary school, Red Lodge) sets out to cater for the projected need, where a site of around nine hectares to provide a secondary school will be supported.

SEND provision

2.49. In addition to the county council's statutory obligation to provide sufficient school places to meet the needs of the population, it also has a statutory obligation to provide a suitable education placement for young people with special education needs and disabilities (SEND) up to the age of 25 years, where appropriate to their needs.

2.50. Suffolk County Council (SCC) will seek developer contributions, which will be pooled to improve or enhance facilities at the most appropriate provision. This may not be the provision closest to the development as pupils with SEND are often transported to the facility best able to provide for their needs.

2.51. All new school sites within new developments will be considered for the provision of special needs facilities and appropriate bespoke contributions will be requested if a need is identified.

West Suffolk Local Plan policies

2.52. In addition to those policies referred to in the sections above, there are a suite of key policies in relation to education:

- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP19(community facilities and services) – The purpose of this policy is to protect and enhance community facilities and services.
- Policy LP28 (town centre) the purpose of this policy is to protect and enhance the local planning authority's town centres as defined on the policies map, in order to create vibrant areas to support the local economy, with the ability to adapt and respond to change.
- Policy LP29 Local centres – The purpose of this policy is to protect new and existing local centres defined in policy LP29 of this plan and on the policies map. Local centres comprise a variety of uses which include community centres, shops, takeaway facilities, post offices, pubs and early years provision, leisure and health services and facilities.

Health

2.53. NHS England and Suffolk and North East Essex Integrated Care Board (ICB) plan for healthcare provision at a strategic and local level. West Suffolk Council has worked closely with the ICB (on behalf of NHS England) in planning for growth in the district until 2041 and will continue to do so beyond the adoption of the West Suffolk Local Plan. A memorandum of cooperation (MoC) between NHS Suffolk and North East Essex Integrated Care Board (ICB) and West Suffolk Council (WSC) was signed in October 2022.

2.54. The ICB are currently producing a strategic estates infrastructure strategy, covering six local authorities, which includes West Suffolk District Council. The strategy is due to be published in summer 2024 and it will set out the healthcare needs across the six areas, how financial contributions are to be utilised, along with planned projects and their priorities for the next five years.

2.55. The ICB’s Estates and Infrastructure Plan has been developed to be consistent with and to support the following national policies and priorities:

- NHS Long Term Plan.
- The vision for the future of primary care (Fuller Review).

- Sir Robert Naylor Review and the Government's response.
- Carter Review and/or Model Hospitals.
- Net Zero Carbon.
- One Public Estate.

2.56. The Suffolk and North East Essex Integrated Care Board Estates Infrastructure Strategy has been developed in the context of the ICS's emerging Clinical Strategy as reflected in the following:

- Integrated care board (ICB) Five Year Plan.
- ICB Joint Forward Plan.
- ICB Digital, Data and Technology Strategy.
- ICB Workforce Strategy.
- ICB Green Plan.

2.57. As part of the infrastructure strategy, it is necessary to develop a pipeline of estate development, rationalisation and optimisation programmes of work in order to support the delivery of the infrastructure strategies' aims and objectives as well as those of the wider ICB Joint Forward Plan. This will support future bids for capital funding as well as seeking mitigation for proposed population growth across the system.

Primary health care

2.58. There are 24 GP premises comprising19 main GP Practices and a further five branch premises across the district. The majority of the planned growth within the local plan is within the towns and key service centres in West Suffolk, however all site allocations and proposals across the district for 50 homes or more will be required to pay a financial contribution via S106 per dwelling for primary health care. The financial contribution calculation is based upon a national recognised formula of 120 square metre per 1,750 patients, which is considered to the current optimal size for a single GP by the integrated care board (ICB). This equates to £3,652 per square metre based on the current Building Cost Information Service Public Sector cost calculations. This is reviewed periodically to ensure that it is updated to reflect current costs.

2.59. Data shows that the majority of GP practices are currently over capacity and projections indicate that without investment in infrastructure, this will increase over time. The ICB have highlighted that the doctors' surgeries which are of particular focus, due to proposed and agreed development, are in Bury St Edmunds, Haverhill, Mildenhall, Newmarket and Lakenheath.

2.60. As part of a national programme the ICB have supported the primary care networks (PCN)to develop both a clinical and an estates strategy for each PCN. This helps to identify current estate capacity gaps as well as opportunities across the PCN estate. It also highlights planned growth in the workforce and service delivery strategies, ultimately enabling better planning for the use, development and, where necessary, growth of the estate. The strategies also take into account the use and growth of digital technologies and new ways of working. The collective outputs of

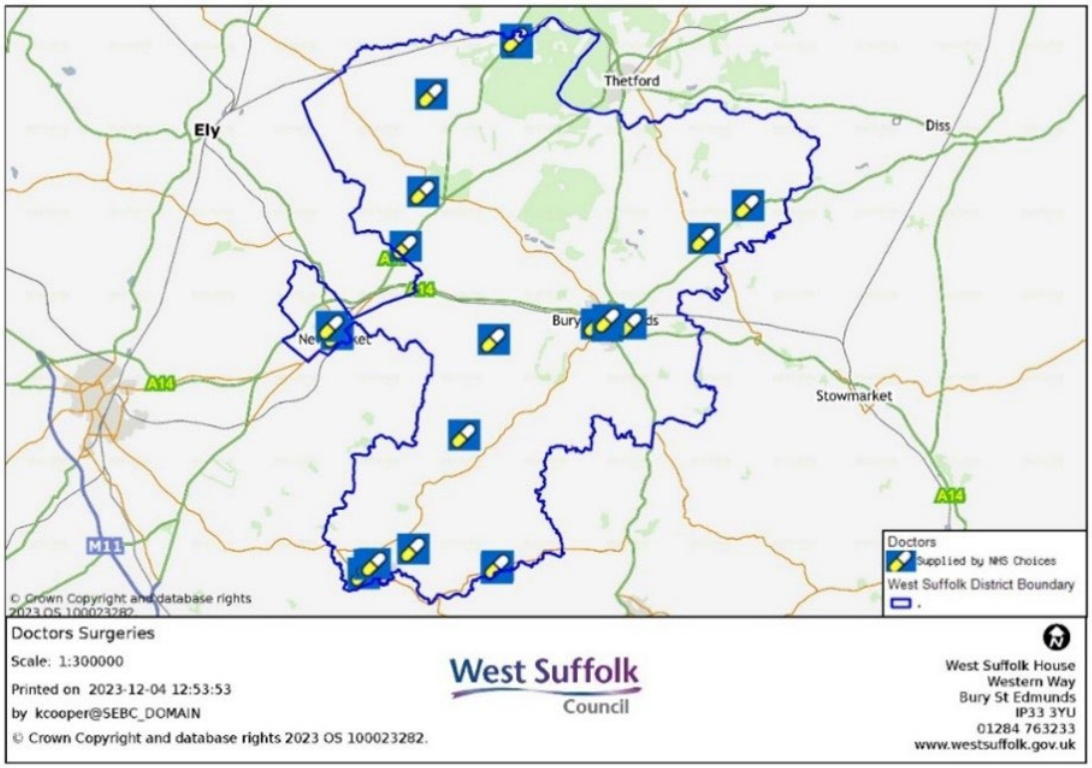
these strategies feed into the development and refinement of the estates infrastructure strategy.

2.61. The ICB covers more than primary care services, it is responsible for health outcomes of communities for acute, mental health services, community, and ambulance services. With a more holistic approach to health care systems, the ICB is looking at a more coordinated approach to health estate provision and utilising One Public Estate (OPE) facilities where possible and appropriate. West Suffolk has undertaken a great deal of work with the ICB to ensure to try and influence healthy design, net zero targets and keep people heathier in general. The use of existing and proposed community and/or health facilities in providing health services will be more prevalent as we move forward, less travelling for appointments, more community engagement and breaking down stigmas.

2.62. Many GP practices have an existing space deficit for health provision. A cumulative approach will be considered including pooling money to address the need for primary care and health care services within the local network.

2.63. Key areas of focus include:

- **Bury St Edmunds** – Moreton Hall – Increased primary healthcare capacity is required in line with development growth, and this will be sought through developer contributions.
- **Mildenhall** – Growth in Mildenhall or Beck Row will need to be supported by additional capacity. Increased primary healthcare capacity is required in line with development growth, and this will be sought through developer contributions.
- **Newmarket**
- Due to the location of Newmarket, Suffolk and North East Essex Integrated Care Board will work with Cambridgeshire and Peterborough ICB to ensure that appropriate infrastructure can support additional population growth in Newmarket. Developer contributions may be sought.
- Increased primary healthcare capacity is required in line with development growth, and this will be sought through developer contributions.
- **Lakenheath** – Contributions will be sought from new developments to increase capacity at the surgery. Increased primary healthcare capacity is required in line with development growth, and this will be sought through developer contributions.

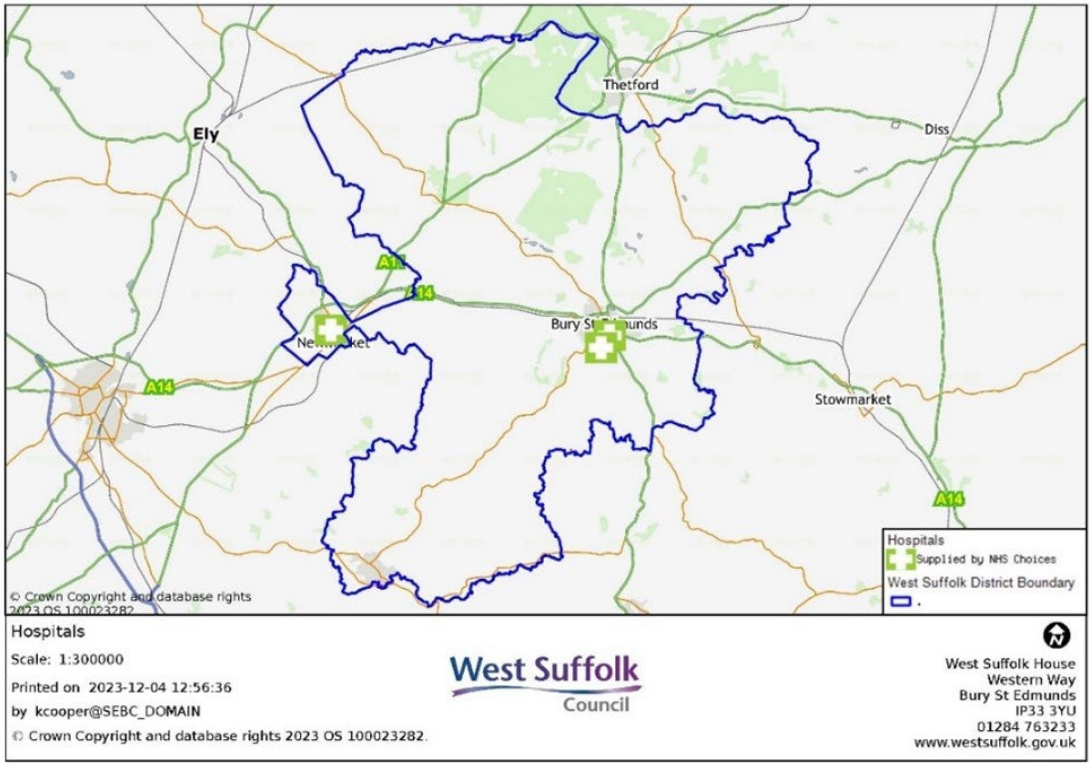


Secondary health care

2.64. Within West Suffolk, there is West Suffolk Hospital which is a district general hospital and Newmarket Community Hospital both of which are operated by West Suffolk NHS Foundation Trust. Norfolk and Suffolk NHS Foundation Trust (NSFT) have property in Bury St Edmunds on the Hospital Road site, Child Health Centre site and the Wedgwood in-patient unit on the current West Suffolk Hospital Site. NSFT also have services in Newmarket on the community Hospital site and in Haverhill. East of England Ambulance Trust (EEAST) have a number of ambulance bases in West Suffolk, including a new large ambulance workshop and hub being built in Bury St Edmunds.

2.65. The West Suffolk NHS Foundation Trust gained planning permission for a new district general hospital on land adjoining their current health campus in 2023. The new site and existing hospital site are allocated under site allocation policy AP10 (West Suffolk Hospital) in the local plan.

2.66. Outside of the district, the Cambridge Biomedical Campus (CBC) at Addenbrookes has been undergoing expansion (including the relocation of Papworth Hospital), and many residents of West Suffolk will have their secondary health care needs met at the CBC.



Dentists

2.67. Within the West Suffolk there are a range of NHS and private dental providers. The emphasis is on the provider to identify and operate from sites. The vast majority work from converted houses or commercial premises that have been changed to have a healthcare designation. The integrated care board (ICB) do not mandate exact locations within areas for the dentists to operate. West Suffolk recognise there is a shortage of NHS dentists, however this is beyond the influence of the local plan.

Social care provision

2.68. The local housing need for West Suffolk Council has determined there is a need for older person accommodation within the local plan period to 2041, as set out in policies SP14 (housing needs) and LP14 (housing needs of specific groups). West Suffolk will support the provision of older persons accommodation including retirement housing, housing-with-care (including extra care) and care homes. Proposals for housing development and site allocations which make provision for older person needs as part of the development will be supported, particularly in the towns, key service centres and local service centres, given their good accessibility to services and facilities. Strategic housing and mixed-use allocations have been identified to address older person accommodation including housing-with-care (including extra care) and or a care home as part of the overall mix of housing accommodation.

West Suffolk Local Plan policies

2.69. A strategic priority for the council is for strong and resilient families and communities that are healthy and active. This sits alongside our other strategic priorities for increased and improved provision of appropriate housing in both our towns and rural areas.

2.70. In addition to those policies referred to in the sections above, there are a suite of key policies in relation to health:

- Policy SP3 (health and wellbeing) – The purpose of this policy is to ensure the health and wellbeing of all West Suffolk residents is at the heart of design and delivery of all new development.
- Policy LP8 (designing for health and wellbeing and impacts of new development) – The purpose of this policy is to identify any risks and potential effects on health and how new development can benefit and enhance the health of residents, occupiers or users.
- Policy SP4 (design) – The purpose of the policy is to create well designed and connected communities.
- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP19(community facilities and services) – The purpose of this policy is to protect and enhance community facilities and services.
- Policy LP28 (town centre) the purpose of this policy is to protect and enhance the local planning authority's town centres as defined on the policies map, in order to create vibrant areas to support the local economy, with the ability to adapt and respond to change.

Emergency services

2.71. Emergency and rescue services are the public organisations that ensure public safety, security and health by addressing, responding to and resolving different emergencies as they arise.

2.72. They are also key infrastructure providers with an important role to play in contributing to the achievement of sustainable new places, and along with health partners, creating the conditions for healthy, safe and cohesive communities.

2.73. Within West Suffolk district the three emergency services comprise the Suffolk Constabulary, Suffolk Fire and Rescue and the East of England Ambulance Service NHS Trust (EEAST).

2.74. West Suffolk Council held infrastructure workshops in 2023, with all infrastructure providers being invited. Representatives from Suffolk Constabulary, Suffolk Fire and Rescue and EEAST attended, and a subsequent meeting was held with Suffolk Constabulary, EEAST and its planning advisor.

Police

2.75. Suffolk Constabulary is responsible for policing within the district.

2.76. Suffolk Constabulary's Policing Model delivers community safety, cohesion and policing across the County at a local level through Safer Neighbourhood Teams (SNT's). The SNT's include warranted SNT officers, non-warranted Police Community Support Officers and warranted specialist officers, such as Response and Criminal Department Units.

2.77. There are five safer neighbourhood teams located within the West Suffolk council area at Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket.

2.78. Suffolk Constabulary is a key infrastructure provider with an important role to play in contributing to the achievement of sustainable new places, and (along with health and blue light partners) creating the conditions for healthy, safe and cohesive communities.

2.79. Suffolk County Councils Developers Guide Developers guide to infrastructure contributions in Suffolk – Suffolk County Council in 2021 provides guidance on a wide range of infrastructure issues that may need to be considered by the relevant local planning authority when determining development proposals including police.

2.80. Suffolk Constabulary have stated it is operating at capacity and requires additional police facilities. Any requests for CIL or Section 106 funding would need to be supported by evidence and meet the relevant legal requirements to identify the need, cost and provision required which has been generated by the development.

2.81. The following police facility needs have been identified and would need to be supported by the appropriate evidence:

- Additional or enhanced police station (SNT) floor space & facilities, including fit out & refurbishment
- Custody facilities
- Mobile Police Stations
- Communications including ICT
- Automatic Number Plate Recognition Technology
- Police Vehicles
- Funding for additional staff resources incorporating the tasking of Police Community Support Officers (during the construction stage of residential development) and Safer Neighbourhood Team Officers (during the operational stage of residential development) including recruitment, training & equipment.

Fire

2.82. Fire and rescue services are provided by Suffolk County Council serviced by stations in Brandon, Bury St Edmunds, Haverhill, Mildenhall, Newmarket, Clare, Ixworth, and Wickhambrook.

Ambulance

2.83. The East of England Ambulance Trust (EEAST) operates in the local plan area and is responsible for providing emergency, urgent and non-urgent ambulance and transport services and out-of-hours unscheduled care services.

2.84. They provide accident and emergency services and non-emergency patient transport services across the East of England and within the West Suffolk area.

2.85. The 999 service is part of the wider NHS system providing integrated patient care. Provision of 999 services is aligned closely with national and regional initiatives, including the requirements of the NHS Long Term Plan, driven by:

- Sustainability and Transformational Partnerships
- Integrated Care System
- Integrated Urgent Care Systems, for example. NHS 111, Clinical Assessment Services, Urgent Treatment Centres, GP Out of hours Services

2.86. Non-emergency Patient Transport Services provide an essential lifeline for people unable to use public or other transport due to their medical condition. These much needed journeys support patients who are:

- Attending hospital outpatient clinics
- Present with lower acuity urgent & less urgent conditions, requiring clinical interventions
- Patients may be passed to 99 via other NHS health care systems including NHS 111.

2.87. EEAST is a key infrastructure provider with an important role to play in contributing to the achievement of sustainable new places (and along with health and blue light partners) creating the conditions for healthy, safe and cohesive communities.

2.88. Population increase, along with deprivation, age and the increasing number of people living for longer with more complex long-term conditions, all impact on the level of ambulance service demand, in respect of both emergency and non-emergency patient transport services.

2.89. The age profile is also a key factor, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare

services and resource. Those over 75 years are most likely to have multiple long-term conditions and complex care needs.

2.90. Planned housing and population growth gives rise to significant additional resource needs and implications for the East of England Ambulance Trust (EEAST).

2.91. EEAST have stated it is operating at capacity and requires additional ambulance facilities. Any requests for CIL or Section 106 funding would need to be supported by evidence and meet the relevant legal requirements to identify the need, cost and provision required which has been generated by the development.

2.92. The following ambulance facility needs have been identified and would need to be supported by the appropriate evidence:

- Upgrading and/or refurbishment of existing premises, or redevelopment/ relocation of existing ambulance stations to a more suitable location to meet the increased local demand arising from housing developments.
- Provision of additional medical, pharmacy & IT equipment & digital software to manage the increased number of incidents arising from the new population.
- An increase in the number & type of ambulances.

2.93. The recruitment, training, equipping and tasking of Community First Responders (CFR) based within the locality of development sites.

Next steps

2.94. It is fully acknowledged and accepted that all of the above emergency services are constrained by funding issues. Suffolk Constabulary and EEAST request that proposals for homes should provide S106 financial contributions to enhance their services and facilities across the district.

2.95. A suite of additional and enhanced facilities has been provided by Suffolk Constabulary and EEAST which they seek to deliver from S106 contributions, which includes additional staff, vehicles, increased floor space of buildings and equipment. Further evidence and justification are required to demonstrate a tariff figure and/or approach across all schemes to meet the CIL test and are within the scope of any S106 agreement.

2.96. West Suffolk are committed to continuing to work with the emergency services providers outside of the Local Plan and in doing this have ensured the necessary policy hooks are within the plan to enable bespoke justifications for contributions at the time of any planning application being considered. In addition, it is recommended that Suffolk Constabulary and EEAST work with Suffolk County Council on updating their developer guide to assist them further in this process.

West Suffolk Local Plan policies

2.97. In addition to those policies referred to in the sections above, there are a suite of key policies in relation to emergency services:

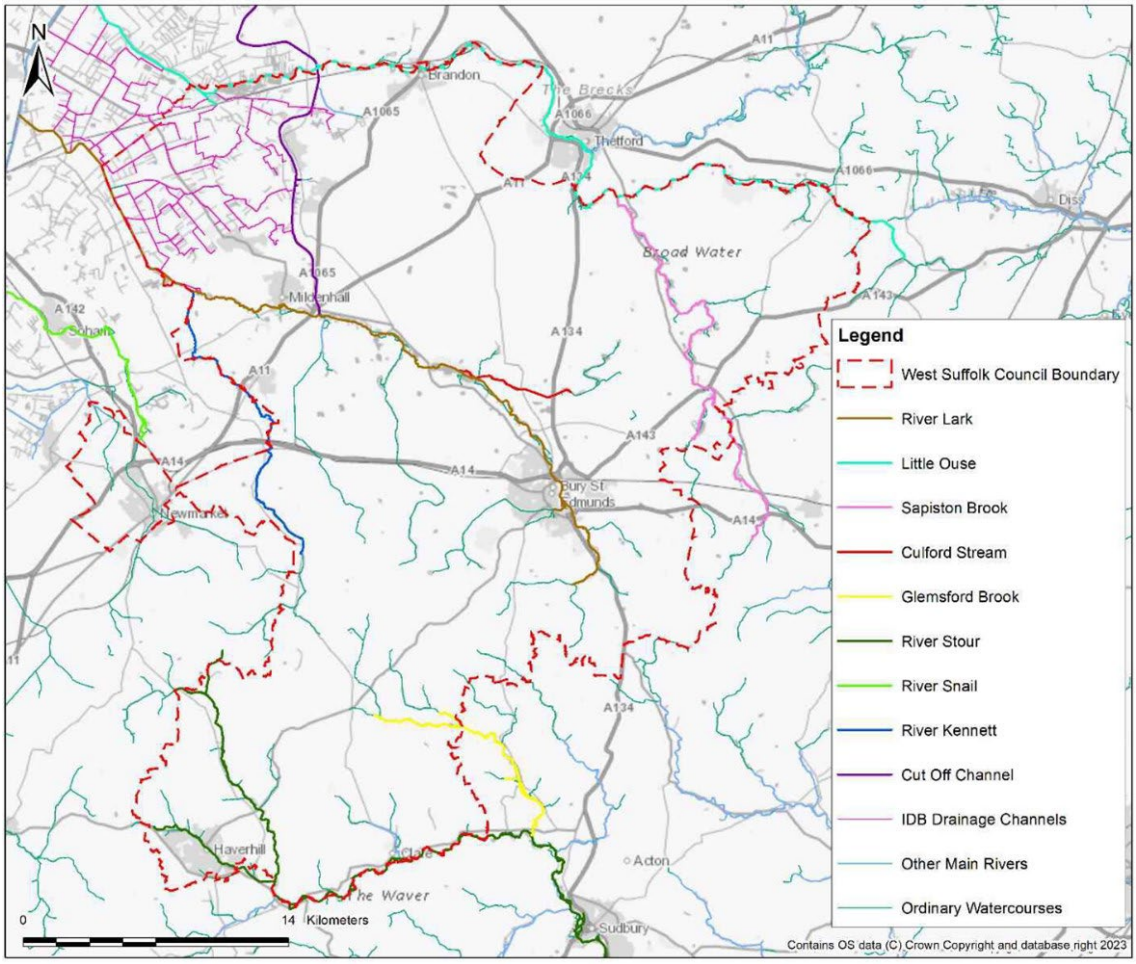
- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP19(community facilities and services) – The purpose of this policy is to protect and enhance community facilities and services.
- Policy SP3 (health and wellbeing) – The purpose of this policy is to ensure the health and wellbeing of all West Suffolk residents is at the heart of design and delivery of all new development.
- Policy LP8 (designing for health and wellbeing and impacts of new development) – The purpose of this policy is to identify any risks and potential effects on health and how new development can benefit and enhance the health of residents, occupiers or users.
- Policy SP4 (design) – The purpose of the policy is to create well designed and connected communities.

Water supply, water resources and wastewater

2.98. A West Suffolk Stage 2 detailed Water Cycle Study (2023) (WCS) was completed following the West Suffolk Stage 1 Water Cycle Study (2021) and Addendum (March 2022) to inform the selection of sites to be allocated in the submission local plan.

2.99. Potable water supply and wastewater services in West Suffolk are provided by Anglian Water Services (AWS).

2.100. Figure 2 (below) from the stage 2 WCS shows the main rivers, ordinary watercourses and internal drainage board (DB) drainage channels in West Suffolk.



2.101. The following key stakeholders were engaged in the preparation of the water cycle study through meetings and teleconferences: the Environment Agency – water resources and water environment, Anglian Water Services (AWS) – sewerage and wastewater, Suffolk County Council – local lead flood authority (LLFA), and Burnt Fen, Mildenhall and Lakenheath Internal Drainage Boards – local flood risk and drainage.

2.102. The water cycle is set out in section 1.4 of the WCS. Section 3 covers proposed growth and development and considers the amount of growth proposed and site allocations as set out in the preferred options local plan. Section 4 covers water resources, supply and efficiency, and discusses the benefits, drawbacks and costs of rainwater harvesting and grey water recycling.

2.103. Section 5 of the water cycle study covers wastewater treatment and sewerage. A map of the Anglian Water Services (AWS) recycling centres and sewer infrastructure in West Suffolk is included as figure 12, and the proposed locations for development are superimposed on this in figure 13. A red, amber, green status was allocated for each of the proposed development areas. Discussions were held with AWS to see where investment is required to ensure capacity at water recycling centres. The results indicated that proposed development can be accommodated at all but two of the water recycling centres at Haverhill and Tuddenham (serving Red Lodge and Herringswell). These were shown to exceed the

current dry water flow consents (from the Environment Agency) by 2041. AWS were consulted on the assessments and their engineers and planners, based on their knowledge of current capacity and performance at the two water recycling centres failing their dry weather flow consents, have provided information on potential upgrades or solutions required, the feasibility of such upgrades and potential timeframes for upgrades. These have been summarised in table 37.

2.104. The WCS notes that in terms of water resources and supply Anglian Water Service's conclusion of their Water Resources Management Plan 24 (WRMP24) is that demand can be met in the region. They recommend that water efficiency and re-use is maximised in new developments, and new homes should be future-proofed by using the anticipated 100 litres per head per day set by government for water stressed areas.

2.105. For wastewater, sewage and water quality the WCS concludes that the water recycling centres at Haverhill and Tuddenham will exceed the dry weather flows consents in the plan period. However, discussions with AWS and the Environment Agency have identified options that could be available at both WRCs. In addition, it should be noted that the housing trajectory indicates at what stage in the plan period each site allocation is expected to deliver the new homes. This clearly shows that the developments at Haverhill and Red Lodge will be delivered incrementally beyond the AWS five-year planning period enabling mitigation and options to be explored at these two WRCs and for them to be included in future plans for improvement in subsequent asset management plans (AMP).

2.106. The West Suffolk Stage 2 Water Cycle Study and engagement with Anglian Water Services and the Environment Agency have informed site selection and local policies in the West Suffolk Local Plan, and the council will continue to work with both bodies to ensure the most suitable solution is delivered at the appropriate time.

Flood risk

2.107. A sequential test has been carried out for the West Suffolk Local Plan and is included in the West Suffolk Level 2 Strategic Flood Risk Assessment (SFRA). These two assessments informed the West Suffolk Local Plan alongside the West Suffolk Stage 2 Water Cycle Study.

2.108. The SFRA considered flood risk from rivers, surface water, reservoirs, groundwater, sewers and historic flooding records. None of the sites allocated in the West Suffolk Local Plan are classified as 'red' in the sequential test (considering both fluvial and surface water flood risk). Nine sites included in the consultation draft West Suffolk Preferred Options Local Plan were identified as having notable surface water flow routes through them and it is recommended that these should be subject to policy criteria requiring measures such as sustainable drainage systems (SUDS) and green and blue infrastructure. It also notes that more detailed surface water modelling may be needed as part of this process. A number of potential mitigation measures are also set out.

2.109. One of the recommendations from the West Suffolk Stage 2 Water Cycle Study (WCS) is that development sites which contribute to nine water recycling centres identified in the study must implement site-wide sustainable drainage systems (SuDS) alongside any planned solutions by Anglian Water Services (AWS) to reduce the flood risk.

2.110. As a result of work preparing the sequential test and level 2 SFRA the following sites were removed as site allocations: 2.02y Land at Tayfen Road, Bury St Edmunds, 2.03e land at Atterton and Ellis, Haverhill.

2.111. Sites that have outline or hybrid planning permission such as 3.04a land at the junction of Hall Road and Mill Road, Kedington (now site AP31) were identified for further investigation. Suggestions for actions on other amber sites are also included, such as site 5.04b land west of Queens Lane, Chedburgh (now site AP56) where reference is made to the need for mitigation for the ditches that have been known to flood (criterion d. and the infrastructure requirement).

Surface water drainage

2.112. Surface water flooding describes flooding from sewers, drains, groundwater and run off from heavy rain. There are surface water drainage deficiencies in parts of the district. Often deficiencies are dealt with at the application stage, or through building regulations. It may be possible to redirect or reduce run off through sustainable drainage systems (SuDs).

2.113. Suffolk County Council, is the local lead flood authority (LLFA) and have published the Suffolk Flood Risk Management Strategy and a local surface water drainage guide Suffolk SUDS Guidance, Standards and Information (appendix A to the Suffolk Flood Risk Management Strategy) and construction surface water management plan.

2.114. The council has worked closely with the LLFA in developing the policies in the West Suffolk Local Plan. The sequential test and West Suffolk Level 2 Strategic Flood Risk Assessment and engagement with the Environment Agency during preparation of these, and the assistance of the LLFA has informed site selection and local policies in the West Suffolk Local Plan, and the council will continue to work with both bodies to ensure the most suitable solution is delivered at the appropriate time.

Land drainage

2.115. The three internal drainage boards (IDBs) that manage drainage channels in West Suffolk, Burnt Fen, Mildenhall and Lakenheath were engaged in the preparation of the water cycle study and are consultees on policy documents and planning applications.

West Suffolk Local Plan policies

2.116. Addressing the climate and environment emergency and striving to achieve net zero by 2030 is a strategic priority for the council.

2.117. In addition to those policies referred to in the sections above, there are a suite of key policies on sustainable development that include water quality, using water efficiently, flooding, drainage and water recycling:

- Policy SP1 the climate and environment emergency and sustainable development – The purpose of this policy is to provide a framework and direction that will ensure an optimum and comprehensive approach to sustainable development.
- Policy LP1 Sustainable design and construction – The purpose of this policy is to ensure sustainable design and construction is considered at the earliest stage of new development proposals.
- Policy LP2 promoting energy and water efficiency in show homes – The purpose of this policy is to ensure new home buyers are made aware of the range of ways in which homes can be made more energy and water efficient and that information and examples are made available.
- Policy SP2 Flood risk and sustainable drainage – The purpose of this policy is to provide guidance on flood risk and sustainable drainage, setting out when development may be permitted in addition to methods to reduce flood risk.
- Policy LP5 Water quality and resources – The purpose of this policy is to improve water quality and manage the use of water resources by ensuring all development proposals suitably manage and reuse surface and wastewater.
- Policy LP7 Protecting and enhancing natural resources, minimising pollution and safeguarding from hazards – The purpose of this policy is to ensure that development proposals minimise emissions and other forms of pollution and do not lead to the deterioration of air or water quality.
- Policy SP4 Design – The purpose of the policy is to create well designed and connected communities.
- LP9 Well-designed places – The purpose of this policy is to provide detailed guidance to help achieve well-designed places when delivering growth and new developments in West Suffolk.
- LP25 Farm diversification – The purpose of this policy is to permit appropriate proposals for farm diversification, in order to support the viability of existing farm businesses.
- Policy SP31 Infrastructure – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Specific site allocation policies where relevant.

Energy

2.118. Consultation and engagement with all utility providers has taken place as a continuous process over the development of the Local Plan to inform the future needs for provision. This has included the sharing and seeking comments on the site put forward and selected for allocation.

Future needs to deliver growth from local plan

2.119. UK power network and National Grid have confirmed that all the sites allocated can be delivered with no sites requiring significant infrastructure requirements, however if there are significant demand increases across a local distribution electricity network area, then the local network distribution operator may seek reinforcement at an existing substation or a new grid supply point.

2.120. In addition, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.

2.121. UK power network have stated if reinforcement is necessary to enable the growth to come forward in a particular area/settlement of the district, this will be identified at planning application stage and the required mitigation and upgrades will be secured via Section 106. The reinforcement will take place over the course of development, having regard to any surrounding developments coming forward at the same time.

2.122. Strategic objective one (SO1) of the West Suffolk Local Plan 'Ensure West Suffolk is equipped to reduce its greenhouse gas emissions and impact on climate change by providing opportunities for sustainable travel, low-carbon and carbon zero buildings, encouraging and using renewable and low carbon energy generation, and by ensuring new development includes built in resilience and adapts to the impacts of climate change.'

2.123. Increasing energy efficiency in new buildings, including all new homes, is one of the priorities for making homes less reliant on non-renewable sources of energy and more sustainable, reducing fuel poverty and increasing health and wellbeing. The local plan includes a suite of policies, which seeks to promote energy, require sustainable design and construction and encourage renewable and low carbon energy.

West Suffolk Local Plan policies

2.124. In addition to those policies referred to in the sections above, there are a suite of key policies in relation to energy:

- Policy SP1 (the climate and environment emergency and sustainable development) – The purpose of Policy SP1 and the non-strategic policies that follow is to provide a framework and direction that will ensure an optimum and comprehensive approach to sustainable

development that will contribute to the council's goal of achieving net zero carbon emissions in the district.

- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP1 (sustainable design and construction) – The purpose of this policy is to ensure sustainable design and construction is considered at the earliest stage of new development proposals.
- Policy LP2 (promoting energy and water efficiency in show homes) – The purpose of this policy is to ensure new home buyers are made aware of the range of ways in which homes can be made more energy and water efficient and that information and examples are made available.
- Policy LP6 (renewable and low carbon energy) – The purpose of this policy is to set out guidance and requirements for renewable and low carbon energy generating developments (such as solar farms, wind turbines, battery storage and anaerobic digestion plants) including storage assets and distribution networks.

Green infrastructure, open space, leisure and community facilities

2.125. West Suffolk Council has a duty to ensure that appropriate provision is made across the district for green infrastructure, open space, leisure and community facilities. The council is responsible for safeguarding and enhancing existing provision and providing for additional provision alongside planning for growth in the district until 2041.

Green infrastructure

2.126. West Suffolk is a rural area with good green infrastructure, locally distinct landscapes and is rich in biodiversity with international, national, and locally important assets located across the district.

2.127. Good quality green (and blue) infrastructure in our towns and rural areas can make a positive contribution to improving health and wellbeing, water management, nature recovery and resilience to and mitigation of climate change, along with addressing issues of social inequality and environmental decline.

2.128. The West Suffolk Green Infrastructure April 2022 has identified priority areas for green infrastructure and opportunities for the delivery of green infrastructure within the district. The priority areas have been selected to provide multifunctional benefits to a wide range of people, whilst delivering nature-based solutions to future challenges and conserving the district's most important assets. These are identified as the River Lark corridor, Little Ouse corridor, River Stour corridor, Bury St Edmunds, Newmarket, Clayland Plateau Villages and Breckland Forest and Farmland.

2.129. Policy SP5 (green infrastructure) in the West Suffolk Local Plan aims to protect existing green infrastructure (GI) in West Suffolk ensuring that its integrity and connectivity is retained, restored, protected and enhanced, and to deliver new green infrastructure which will support sustainable development.

2.130. GI can include public open space, sustainable drainage systems features including swales, basins and rain gardens, allotments, burial grounds, strategic landscaping, new and retained habitats including woodland, trees and hedgerows, green and blue corridors, and recreational access routes. All site allocations within the local plan for major residential development of 50 homes or more located on greenfield sites, should provide around 40 per cent green infrastructure within the site. This has informed the indicative capacities to our site allocations.

2.131. Green infrastructure can also play a significant role in mitigating the effects of recreational pressure on nature conservation sites such as sites of special scientific interest and European sites. A review of recreational impact in the district has identified that new residential development, across the whole district, has the potential to contribute to recreational pressure on nature conservation sites. A green infrastructure approach to mitigating these effects can ensure that local communities have sufficient green space to meet their needs and hence reduce these types of trips to sensitive sites.

2.132. Policy SP11 in the West Suffolk Local Plan sets out a framework for a recreational avoidance and mitigation within West Suffolk which, along with visitor access management and monitoring measures at nature conservation sites, includes provision of suitable alternative natural greenspace, access improvements, or a financial contribution towards these alongside all residential development.

2.133. The following site allocation policies within the local plan are required to deliver suitable alternative natural greenspace (SANG) as part of the development:

- Policy AP3 – Land north of Rougham Tower Avenue, Bury St Edmunds
- Policy AP4 – West Bury St Edmunds
- Policy AP16 – Land west of Mildenhall
- Policy AP20 – Pinewood Stud, Newmarket (Country Park)

Open space

2.134. Access to open space and the creation of networks connecting open spaces are important elements of infrastructure planning. Open space is a vital component in planning for communities in terms of health and well-being, supporting biodiversity, protecting habitats, and mitigating effects of climate change. Open space can provide for recreation and sport, wildlife habitats and green spaces both within and beyond West Suffolk. West Suffolk has a range of public open space including equipped and informal play spaces, sports facilities, greens, parks and gardens and allotments. Many of these spaces are managed by parish

and town councils, together with schools, clubs, the district council and private landowners.

2.135. In recognition of the importance of open space and recreational facilities, the local authority seeks to protect existing open space, sports and recreational facilities and requires that land for these uses should not be built upon unless an assessment demonstrates that the open space is no longer required, the loss would be replaced by equivalent or better facilities in a suitable location, or the proposal is for alternative provision whose benefits would outweigh the loss of the current provision (Policy LP21).

2.136. The council's published assessments of the district's public open space, sports facilities and playing pitch and outdoor facilities should be used as a guide to applicants in understanding what sort of open space provisions they should be delivering on site. Appendix H provides open space, sport, play, recreation and built facilities standards to establish the requirements to meet the expected needs from development and when they will be applied. In addition to on-site public open space, developer contributions will be sought to enhance off site open space where appropriate. The council's public open space assessment is likely to be updated in 2024.

Allotments

2.137. Both public and private allotments provide a crucial recreational greenspace that gives individuals the opportunity to grow their own produce. West Suffolk seeks to promote healthy, inclusive and safe places that support healthy lifestyles. This includes the providing access to healthier food and allotments.

2.138. The standard allotment plot is 10 poles or approximately 250 square metres area to meet the needs of its users, however this plot size may exceed the requirements of many individuals and consideration should be given to the provision of a range of plot sizes, including smaller plots.

2.139. Policy LP22 (allotments) of the West Suffolk Local Plan purpose is to protect and safeguard existing allotments and ensure the provision of allotments as part of a development where there is an identified need.

2.140. There is a shortage of allotments across the district and as such provision for new allotments is made within site allocation policies:

- Policy AP5 – North-east Bury St Edmunds
- Policy AP6 – South-east Bury St Edmunds
- Policy AP13 – North-west Haverhill
- Policy AP14 – North-east Haverhill
- Policy AP16 – Land west of Mildenhall
- Policy AP20 – Pinewood Stud, Newmarket
- Policy AP40 – Land east of Bury Road, Stanton

Cemeteries

2.141. West Suffolk Council manages Bury St Edmunds and Haverhill Cemetery as well as Newmarket Cemetery (on behalf of Newmarket Town Council). The cemeteries in Brandon and Mildenhall are run by the relevant town council.

2.142. Within the plan period there is a need to provide additional cemetery provision and the following site allocation policies cater for this:

- Policy AP2 – Brandon Cemetery
- Policy AP4 – West Bury St Edmunds
- Policy AP57 – Land adjacent to Moseleys Farm, Fornham All Saints

2.143. Policy LP19 (community facilities and services) of the West Suffolk Local Plan purpose is to protect and enhance community facilities and services. Community facilities and services may include shops (which have a floorspace of less than 280 square metres), pubs, post offices, health care facilities, community centres, village halls, places of worship, cemeteries, schools and other educational establishments.

Community and leisure facilities

2.144. Community and leisure facilities form a pivotal role in meeting the social, educational, health and wellbeing, spiritual, cultural recreational and leisure needs of the community.

2.145. The district has 10 libraries in the following towns: Brandon, Bury St Edmunds town centre and Moreton Hall, Clare, Haverhill, Ixworth, Kedington, Lakenheath, Mildenhall, and Newmarket. Suffolk County Council remains the statutory library authority but since August 2012 it entered a contract with Suffolk Libraries (a charity) to deliver library services. Suffolk County Council will seek contributions on residential developments to enhance the libraries across the district, in accordance with their developer's guide.

2.146. There are at least 65 village or community halls and multifunctional meeting spaces within the district. These provide places for communities to meet, as well as accommodating activities such as evening classes and fitness opportunities. The site allocation policies for some of the strategic allocations within the district require the provision of a community hall and/or space, these are set out in further detail in appendix B and C.

2.147. Assessments have been conducted as part of a review of sports, open space, and playing pitches across West Suffolk. They identify current and future needs for indoor and outdoor sports facilities. The assessments have identified that some of the existing sports facilities lack capacity or are ageing. Therefore, S106 contributions will be sought in accordance with the council's published assessments of the district's public open space, sports facilities and playing pitch and outdoor facilities.

West Suffolk Local Plan policies

2.148. In addition to those policies referred to in the sections above, there are a suite of key policies in relation to green infrastructure, open space, leisure and community facilities:

- Policy SP3 (health and wellbeing) – The purpose of this policy is to ensure the health and wellbeing of all West Suffolk residents is at the heart of design and delivery of all new development.
- Policy LP8 (designing for health and wellbeing and impacts of new development) – The purpose of this policy is to identify any risks and potential effects on health and how new development can benefit and enhance the health of residents, occupiers or users.
- Policy SP4 (design) – The purpose of the policy is to create well designed and connected communities.
- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP19(community facilities and services) – The purpose of this policy is to protect and enhance community facilities and services.
- Policy LP20 (leisure and cultural facilities) – The purpose of this policy is to support the provision of appropriate new leisure and cultural facilities.
- Policy LP29 Local centres – The purpose of this policy is to protect new and existing local centres defined in policy LP29 of this plan and on the policies map. Local centres comprise a variety of uses which include community centres, shops, takeaway facilities, post offices, pubs and early years provision, leisure and health services and facilities.

Security

2.149. National Planning Policy states:

"Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are

not affected adversely by the impact of other development proposed in the area."

West Suffolk Local Plan policies

2.150. Within the West Suffolk Local Plan there are policy requirements in relation to public safety and security and defence, these include:

- Policy SP4 (design) – criteria h. Providing and enhancing open spaces, play, leisure and cultural facilities, and public community spaces in line with national and detailed local policies, to provide a sense of wellbeing, community cohesion, safety and ownership.
- Policy SP4 (design) – criteria j. Supporting healthier and more active lifestyles by designing health and wellbeing into place and producing designs and layouts for accessible and adaptable homes (ensuring homes are suitable for lifetime living) which are safe and take account of crime prevention and community safety.
- Policy SP4 (design) – criteria k. Designing and providing the infrastructure with appropriate path widths to accommodate adults walking with prams and children, and people walking with wheelchair users, and routes that are overlooked and well-lit to optimise the safety of lone walkers.
- Policy LP31 (public realm improvements) – The purpose of this policy is to create an attractive and welcoming public realm to benefit residents, encourage visitors, the use of sustainable transport and areas that can be used for a range of community events and purposes.
- Policy LP32 (shop fronts and advertisements) – The purpose of this policy is to require proposals for works to shop fronts or new advertisements to preserve or enhance the premises or location they relate to and not adversely affect amenity of public safety. In the primary shopping areas proposals should provide active street frontages to create attractive, safe, and accessible street environments.
- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy SP32 (existing special operational uses) – The policy supports development required for operational defence and security purposes and ensures that operational sites are not affected adversely by the impact of other development proposed in the area.
- Policy LP10 (masterplans) – A masterplan is required for proposals where it has been identified in a site allocation policy within the local plan and on any site by virtue of size, location or proposed mix of uses is justified by the local planning authority. The detailed requirements for masterplans are set out in appendix C of the local plan.
- Policy LP11 (design codes) – A design code should accompany any planning application on sites where a masterplan is required, proposals which provide self or custom-build and any site by virtue of

size, location or proposed mix of uses as justified by the local planning authority. The detailed requirements for design codes are set out in appendix D of the local plan.

Telecommunications

2.151. National Planning Policy states:

"Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution)."

"Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure)."

2.152. In December 2022, new building regulations relating to physical infrastructure for electronic communications were introduced as Approved Document R. These apply to new dwellings (Volume 1 – Physical infrastructure and network connection for new dwellings), other new buildings and changes to existing buildings (Volume 2: Physical infrastructure for high-speed electronic communications networks). These Approved Documents provide guidance on how and when high-speed-ready infrastructure and networks and gigabit-ready and gigabit-capable infrastructure connections or infrastructure is required and when the requirement may be modified or excluded.

2.153. Certain electronic communications developments do not require planning permission and can be considered under Part 16 of The Town and Country Planning General Permitted Development Order. However, where any form of development is subject to full planning control, the council will have regard to government guidance in National Planning Policy and other relevant policies of this plan.

West Suffolk Local Plan policies

2.154. In addition to those policies and legislation referred to in the sections above, there are key policies in relation to telecommunications:

- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate

time, and to set out the development requirements needed to deliver this.

- Policy LP45 (digital infrastructure) – The purpose of this policy is to support the delivery of new development which is connected to and compatible with local fibre and other ultra-fast high-speed broadband infrastructure.

Waste

2.155. Suffolk County Council (SCC) is the minerals and waste planning authority for the whole of Suffolk. It is responsible for the determination of planning applications for minerals and waste development, enforcing planning control and for producing minerals and waste planning policy documents.

2.156. The Suffolk Minerals and Waste Local Plan (SMWLP) was adopted in July 2020. The SMWLP sets out four general policies, ten policies on minerals, and eighteen waste policies. The plan contains policies for determining planning applications for minerals and waste development, as well as safeguarding minerals and waste sites from other forms of competing development. Policies also specify sites for future minerals and waste development. West Suffolk Council is charged with collecting waste in line with this.

2.157. The position in 2022 set out in the SMWLP was "Although there are significant quantities of Local Authority Collected Waste, Commercial and Industrial Waste, Construction, Demolition and Excavation Waste, and Hazardous Waste managed within Suffolk, the Suffolk Waste Study concluded that there is no immediate shortfall in waste management capacity for these waste streams. Applications for new facilities would however be considered in the normal way."

2.158. Since this time, it has become apparent that central government legislation in relation to waste is likely to change. As such, any future changes to waste collection and disposal as a result of central government legislation could mean that the current site known as West Suffolk Operational Waste Hub, is insufficient to meet waste and recycling needs. On this basis a site immediately to the east of the operational hub is reserved to meet any future waste and recycling needs. Policy AP11 (West Suffolk Operational Waste Hub and reserved land) allocates the operational waste hub and the reserved land.

2.159. Suffolk County Council (SCC) seek contributions towards their waste priority sites in Bury St Edmunds, Haverhill and Mildenhall. Any new site allocation which falls in the catchment area of Bury St Edmunds, Haverhill or Mildenhall Recycling Centre (RC) will require to provide a financial contribution to waste. A cost will be required per dwelling, based on SCC's Developers Guide.

West Suffolk Local Plan policies

2.160. In addition to those policies referred to in the sections above, these are the key policies in relation to waste:

- Policy SP31 (infrastructure) – The purpose of this policy is to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this.
- Policy LP4 (reducing waste and the circular economy) – The purpose of this policy is to promote a circular economy, reduce embodied carbon, minimise waste and maximise the reuse and recycling of building materials.
- Policy LP10 (masterplans) – A masterplan is required for proposals where it has been identified in a site allocation policy within the local plan and on any site by virtue of size, location or proposed mix of uses is justified by the local planning authority. The detailed requirements for masterplans are set out in appendix C of the local plan.

3. Site specific and local infrastructure requirements

3.1. To meet West Suffolk's local housing need, provision is made for at least 13,702 new homes (net) and supporting infrastructure to be delivered in the period 1 April 2023 to 31 March 2041. 15,486 homes (net) have been identified in this local plan to meet the overall housing requirement.

3.2. The district of West Suffolk has a population of approximately 179,928 (2021 mid-year estimate). It comprises a wide range of settlements, which for the purpose of this plan have been arranged into a settlement hierarchy reflecting their size, accessibility and range of services and facilities. Five categories of settlement form the basis of the hierarchy, with the largest and most sustainable being the towns, followed by key service centres, local service centres, type A villages and type B villages. The smallest settlements are categorised as lying within the countryside.

3.3. The provision of new homes has been directed towards the more sustainable settlements in the settlement hierarchy, with the majority of growth within the towns and key service centres, with some growth within local service centres and type A villages.

3.4. Strategic policy SP31 (Infrastructure) provides the framework and mechanism to ensure that the infrastructure needed to support planned growth and new development is provided alongside development at the appropriate time, and to set out the development requirements needed to deliver this, through S106 and planning conditions.

3.5. All sites will be required to provide the highways infrastructure, on and/or off site public open space, affordable housing where sites are 10 dwellings or more and other policy requirements as set out in the local plan.

3.6. Many of the sites allocated in the West Suffolk Local Plan require specific infrastructure to be provided and/or contributions to be made to a cumulative need in that settlement or surrounding area.

New site allocations

3.7. Appendix B sets out the infrastructure requirements for the new site allocations in the local plan for sites above 20 homes within our towns and key service centres.

3.8. The settlement hierarchy identifies five towns in the district, Brandon, Bury St Edmunds, Haverhill, Mildenhall and Newmarket and there are seven key service centres, Barrow, Clare, Ixworth, Kedington, Lakenheath, Red Lodge and Stanton.

3.9. Modest growth is proposed in our local service centres and type A villages. The scale of growth considered appropriate for local service centres is an indicative maximum scheme size of around 100 homes, dependent on infrastructure and environmental capacity. The scale of

growth considered appropriate for type A villages is an indicative maximum scheme size of around 20 homes, dependent on infrastructure and environmental capacity.

3.10. There are 12 local service centres: Barningham, Beck Row, Cavendish, Exning, Great Barton, Great and Little Whelnetham, Hopton, Hundon, Moulton, Rougham, West Row and Wickhambrook and there are 17 type A villages; Bardwell, Barnham, Barton Mills, Chedburgh, Fornham All Saints, Fornham St Martin, Freckenham, Great Thurlow and Little Thurlow, Honington and Sapiston, Horringer, Ingham, Kentford, Pakenham, Risby, Stoke by Clare and Tuddenham.

3.11. New site allocations within the above settlements tend to be of a smaller scale, requiring less infrastructure than in our larger settlements (towns and key service centres). There is still specific infrastructure to be provided and/or contributions to cumulative need some settlements or the surrounding area.

3.12. The key ones are detailed below:

- Policy AP44 Land at Rookery Drove, Beck Row – sufficient land to accommodate early years setting.
- Policy AP45 Land off Bury Road, Hopton – community facilities.
- Policy AP48 Land north of Moulton Primary School – site reserved for the expansion of Moulton Primary School to the north of the existing school playing fields.
- Policy AP50 Land east of Beeches Road, West Row – community facilities.
- Policy AP51 Land west of West Row Primary School – site reserved for the expansion of West Row Primary School to the south-west of the existing school playing fields.

Carried forward site allocations with planning permission

3.13. Appendix C sets out the infrastructure and contributions which have been secured on all of the carried forward site allocations with planning permission.

4. Appendices

Appendix A: engagement with infrastructure providers

West Suffolk began engagement with infrastructure providers in 2020 in relation to the West Suffolk Local Plan. Following the issues and options consultation (October to December 2020), the council reviewed all of the representations received and held an inception meeting in July 2021 to which all infrastructure providers were invited.

The inception meeting was a virtual interactive workshop, where the software Miro was used to ask questions or pose topic areas and attendees could provide comments to these on a series of boards.

Following this a series of bespoke meetings were undertaken with groups and or individuals throughout 2022 and 2023, to enable the local authority to work closely with infrastructure providers on specific areas.

Acknowledged throughout the document in each of the key infrastructure areas, is our commitment to continue to work with infrastructure providers outside of the local plan process.

Further detail of our engagement with infrastructure providers is set out in our duty to cooperate and statement of consultation.

Appendix B: new site allocations

Bury St Edmunds – site specific infrastructure needs

Site AP3 – Land north of Rougham Tower Avenue – 500 homes and 20ha employment land

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Land sufficient for primary school and early years setting to be provided on site	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Bury St Edmunds library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
	Community centre	Policy requirement for community uses that might include a health facility, library,	To be determined once the details are submitted	Development	Following the first occupation or another trigger point to be determined through the application	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		community building, to serve local needs.				
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	Developer
	Sustainable travel connections off and on site.	Policy requirement for a cycle and foot link between cycle path 51 and Rougham Tower Avenue.	To be determined once the details are submitted	Development	To be determined once the details are submitted	Developer
Health	Primary health care	Additional floorspace and resources at catchment primary health	To be determined by number of dwellings using formula set out	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		care facilities will be required to meet the needs of the growing population.	in the health section.			
Green Infrastructure	Improvements in accessibility and PRoW network	Improvements to PRoW will guarantee access to green spaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space including SANG	New high-quality public open space to be provided on-site	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This new allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A	To be determined once the details are submitted	Developer – S106 and capital delivery	Retrospective	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		cost will be required per dwelling based on Developers Guide.				

Site AP4 – West Bury St Edmunds – 600 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Land sufficient for early years setting to be provided on site	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Bury St Edmunds library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Cemetery	Policy requirement identified	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Developer and Local Authority
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Distributer road between Newmarket Road and Westley Lane		To be determined once the details are submitted/ to be delivered as part of the development	Development	To be determined once the details are submitted	Developer
	Highways mitigation and contributions off site.	Policy requirement for a footway and cycleway underpass across the	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		distributor road.				
	Sustainable travel connections off and on site.	Policy requirement to improve and create sustainable travel connections to existing local destinations, including Bury St Edmunds Town Centre, the local centre at Ridley Road, primary school, nearby public rights of way and the countryside.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the	To be determined by number of dwellings using formula set out in the health section	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		needs of the growing population.				
Green Infrastructure	Improvements in accessibility and PRoW network	Policy requirement to maintain and improve Westley Public Footpath 1 to Bury St Edmunds Public Footpath 7.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space including SANG	New high-quality public open space to be provided on-site	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This new allocation falls in the catchment area of Bury St Edmunds Recycling	To be determined once the details are submitted	Developer – S106 and capital delivery	Retrospective	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Centre (RC). A cost will be required per dwelling based on Developers Guide.				

Site AP7 – Land to north of Mount Road – 120 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Bury St Edmunds library will be required to meet the	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		needs of the growing population.				
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel connections both within the site and to existing local destinations including Moreton Hall to the west and strategic allocation	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		policy AP3 (Land north of Rougham Tower Avenue, Bury St Edmunds), schools, and the local centre to the south				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space	a. Policy requirement for a minimum	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		25 metre landscape buffer for residential and ecological amenity between the site and the railway to the north, and a 15 metre buffer on the eastern boundary to further reduce the visual impact				
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This new allocation falls in the catchment area of Bury St Edmunds Recycling	To be determined once the details are submitted	Development – S106 and capital delivery	Retrospective	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Centre (RC). A cost will be required per dwelling based on Developers Guide.				

Site AP8 – Former Railway Sidings – 200 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Bury St Edmunds library will be required to meet the	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		needs of the growing population.				
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel connections both within the site and to existing local destinations, including the railway station, neighbouring developments	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		at Tayfen Road, phase one of the Station Hill development area and Bury St Edmunds Town Centre				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This new allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Retrospective	SCC

Haverhill – site specific infrastructure needs

Site AP15 – Wisdom Toothbrush Factory – 80 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment	To be determined once the details are submitted	S106	Following the first occupation	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		education facilities will be required to meet the needs of the growing population.				
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Haverhill library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		needs of the growing population.				
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Haverhill Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Mildenhall – site specific infrastructure needs

Site AP16 – Land west of Mildenhall – 1300 homes and 5a employment land

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Land sufficient for primary school and two early years settings to be provided on site	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Mildenhall library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
	Local centre	Policy requirement for new local centre of sufficient size to meet the needs of the development.	To be determined once the details are submitted	Development	Relevant trigger point to be determined through the application	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Allotments	Policy requirement for community uses to include allotments.	To be determined once the details are submitted	Development	Relevant trigger point to be determined through the application	Developer
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	Developer
	Sustainable travel connections off and on site.	Policy requirement for footway and cycle connections and improvements to town centre, bus station, health facilities	To be determined once the details are submitted	Development	To be determined once the details are submitted	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		within Mildenhall, Fiveways Roundabout and RAF Mildenhall, between the existing settlement edge and new development.				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improvements to PRoW will guarantee access to green spaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	On site public open space including 10ha SANG	New high-quality public open space to be provided on-site	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Developer – S106 and capital delivery	Ongoing	SCC

Site AP17 – Land at College Heath Road – 53 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Mildenhall library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		application for development on the site.				
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for Sustainable travel provision including facilities for pedestrians and cyclists should be made with links to local destinations and nearby public rights of way.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at	To be determined by number of dwellings	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		catchment primary health care facilities will be required to meet the needs of the growing population.	using formula set out in the health section.			
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.				

Newmarket – site specific infrastructure needs

Site AP20 Pinewood Stud – 415 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Newmarket library will be	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		required to meet the needs of the growing population.			through the application	
	Allotments	Policy requirement for community uses to include allotments.	To be determined once the details are submitted	Development	Relevant trigger point to be determined through the application	Developer
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site. The TA should consider the unique needs of the equestrian industry.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel	Policy requirement for sustainable	To be determined once the	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	connections off and on site.	connections including: a new footway along the B1103, bus stop improvements on Exning Road and a new footpath and pedestrian crossing across Exning Road to Studland Park	details are submitted			
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	On site public open space	Policy requirement for a multi-use games area and a circular running/walking track around the perimeter of the site.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Country park	Policy requirement for a country park to be delivered alongside the residential allocation.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall Recycling Centre (RC). A cost will be required per dwelling based	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		on Developers Guide.				

Site AP22 – Former St Felix Middle School – 50 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Newmarket library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site. The TA should consider the unique needs of the equestrian industry.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.	Policy requirement to protect and enhance the amenity and biodiversity of the Yellow Brick Road blue and green corridor and access.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		provision including facilities for pedestrians and cyclists linking to local destinations and nearby public rights of way				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	On site public open space	Policy requirement to retain the existing tennis courts and open space for public use and provide access and connectivity to this facility and open space from George Lambton Playing Fields.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall Recycling Centre (RC). A cost will be required per	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		dwelling based on Developers Guide.				

Barrow – site specific infrastructure needs

Site AP24 – Land off Bury Road – 150 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Bury St Edmunds library will be required to meet the	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		needs of the growing population.				
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.	Policy requirement for an off-site contribution towards the delivery of a car free route to Bury St Edmunds to replace the existing on road national cycle route.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		connections including the primary school, nearby public rights of way and the countryside and pedestrian and/or cycle linkages to existing neighbouring development.				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
			details are submitted			
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Retrospective	SCC

Clare – site specific infrastructure needs

Site AP28 – Land south of Cavendish Road – 60 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Clare library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		application for development on the site.				
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel connections including to Stour Valley School, nearby public rights of way and the countryside and route to the south linking to Clare Castle Country Park.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On-site 30 space public car park	Policy requirement for a thirty space car	To be determined once the	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		park to serve the country park and town centre. This should include provision of a fully accessible access to footpath 18 via a linked green corridor.	details are submitted			
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Haverhill Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Ixworth – site specific infrastructure needs

Site AP29 – Land at Bardwell Road – 145 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Policy requirement for land on site sufficient to accommodate a primary school and early years setting.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Ixworth library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		development on the site.				
	Highways mitigation and contributions off site.	Policy requirement for an off-site contribution for provision of a bridge crossing from Crown Lane across the A143 bypass, unless demonstrated not to be feasible. Requirement for reserve land on site to facilitate the delivery of a bridge across the A143.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel connections including facilities for	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		pedestrians with links to local destinations within Ixworth village and nearby public rights of way.				
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Retrospective	SCC

Site AP30 – Land off Crown Lane and west of A143 – 145 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to	To be determined once the details are submitted	S106	Following the first occupation	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		meet the needs of the growing population.				
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Ixworth library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.	Policy requirement for an off-site contribution for provision of a bridge crossing from	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Crown Lane across the A143 bypass, unless demonstrated not to be feasible.				
	Sustainable travel connections off and on site.	Policy requirement for sustainable travel connections including facilities for pedestrians with links to local destinations within Ixworth village and nearby public rights of way.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to	To be determined by number of dwellings using formula set out in the	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		meet the needs of the growing population.	health section.			
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A cost will be required per dwelling based on	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Developers Guide.				

Lakenheath – site specific infrastructure needs

Site AP37 – Land north of Burrow Drive and Briscoe Way – 100 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Lakenheath library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for facilities for pedestrians and cyclists with links to local destinations, adjacent allocations and nearby public rights of way.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space	Policy requirement for a 30 metre minimum landscape buffer to the cut-off channel in the north and west of the site.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall Recycling Centre (RC). A cost will be required per dwelling based on Developers Guide.	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Red Lodge – site specific infrastructure needs

Site AP38 – Land north of Acorn Way – 300 homes and eight ha employment land

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Policy requirement for sufficient land on site to allow for the expansion of the primary school.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Mildenhall library will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined through the application	Suffolk County Council together with Suffolk Libraries
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for facilities for pedestrians and cyclists with links to local destinations, adjacent allocations and nearby public rights of way.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at catchment primary health care facilities will be required to meet the needs of the growing population.	To be determined by number of dwellings using formula set out in the health section.	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space	Policy requirement for strategic landscaping on the north-west boundary with the A11 and buffers between areas of employment and residential.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Mildenhall Recycling	To be determined once the details are submitted	Development – S106 and capital delivery	Ongoing	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		Centre (RC). A cost will be required per dwelling based on Developers Guide.				

Stanton – site specific infrastructure needs

Site AP40 – Land east of Bury Road – 200 homes

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
Education	Early years, primary, secondary and sixth form	Additional floorspace and resources at catchment education facilities will be required to meet the needs of the growing population.	To be determined once the details are submitted	S106	Following the first occupation	SCC
Community uses and/or community building on site.	Libraries	Additional floorspace and resources at Ixworth library will be	To be determined once the details are submitted	S106	Following the first occupation or another trigger point to be determined	Suffolk County Council together with Suffolk Libraries

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		required to meet the needs of the growing population.			through the application	
	Allotments	Policy requirement for community uses to include allotments.	To be determined once the details are submitted	Development	Relevant trigger point to be determined through the application	Developer
	Sports pavilion and car park	Policy requirement for community uses to sports pavilion and car park.	To be determined once the details are submitted	Development	Relevant trigger point to be determined through the application	Developer
Sustainable travel and transport	Transport assessment and travel plan	A transport assessment and travel plan will be required as part of any application for development on the site.	Travel plan and Travel Plan monitoring fees	S106 or planning conditions	Full Travel Plan prior to first occupation and may be subject to monitoring	Developer

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
	Highways mitigation and contributions off site.		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Sustainable travel connections off and on site.	Policy requirement for facilities for pedestrians and cyclists with links to local destinations and nearby public rights of way, which include foot and cycleways into village centre and existing community facilities.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Health	Primary health care	Additional floorspace and resources at catchment primary health care	To be determined by number of dwellings using formula set	S106	Prior to development commencing	Suffolk and North East Essex Integrated Care Board

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		facilities will be required to meet the needs of the growing population.	out in the health section.			
Green Infrastructure	Improvements in accessibility and PRoW network	Improve access to greenspaces.	To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	On site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
	Off-site public open space		To be determined once the details are submitted	Development	To be determined once the details are submitted	To be determined once HoT is in place
Waste	Waste Recycling Centre	This allocation falls in the catchment area of Bury St Edmunds Recycling Centre (RC). A cost will be required per	To be determined once the details are submitted	Development – S106 and capital delivery	Retrospective	SCC

Infrastructure category	Infrastructure type	Comments	Costs	Funding	Phasing	Delivery
		dwelling based on Developers Guide.				

Appendix C: carried forward site allocations with planning permission

Site reference	Site address	Proposal	Status	Infrastructure secured via S106 and/or conditions
AP5	North-east Bury St Edmunds	1,375 homes	Hybrid planning application DC/19/2456/HYB approved. Planning permission not implemented.	• Early years and primary school provision on site. • Education contributions off site. • Highways mitigation and contributions off site. • Public transport contribution and PROW contribution. • Local centre on site. • Library contribution. • Health contribution. • Public open space on site. • Public open space off site contribution. **S106 total £21,700,115 (£15,781 per dwelling)**
AP6	South-east Bury St Edmunds	1,250 homes	Outline planning application DC/15/2483/OUT approved. A number of reserved matters applications have subsequently been submitted and approved and/or pending consideration on site. Development commenced.	• Early years and primary school provision on site. • Education contributions off site. • Relief road on site. • Highways mitigation and contributions off site. • Public transport contribution and PROW contribution. • Local centre on site. • Library contribution. • Health contribution. • Public open space on site. • Public open space off site contribution. **S106 total £16,519,070 (£13,215 per dwelling)**
AP13	North-west Haverhill	Approx 980 homes	Hybrid planning application SE/09/1283 approved. A number of reserved matters applications have subsequently been submitted and approved and/or pending consideration on site.	• Primary school provision on site. • Education contributions off site. • Relief road on site. • Highways mitigation and contributions off site. • Public transport contribution and PROW contribution. • Local centre on site. • Community centre on site. • Library contribution. • Health contribution. • Public open space on site.

Site reference	Site address	Proposal	Status	Infrastructure secured via S106 and/or conditions
			Development commenced.	**S106 total £7,343,953 (£6,386 per dwelling)**
AP14	North-east Haverhill	2,500 homes	Outline planning application DC/15/2151/OUT approved. A number of reserved matters applications have subsequently been submitted and approved and/or pending consideration on site. Development commenced.	• Two primary school settings on site. • Education contributions off site. • Extra care accommodation on site. • Highways mitigation and contributions off site. • Public transport contribution and PROW contribution. • Two local centres on site. • Library contribution. • Health contribution. • Public open space on site. • Country Park on site. **S106 total £25,352,442 (£10,140 per dwelling)**
AP19	Hatchfield Farm, Fordham Road, Newmarket	400 homes	Outline planning application DC/13/0408/OUT approved. A number of reserved matters applications have subsequently been submitted and approved and/or pending consideration on site. Development commenced.	• Primary school provision on site. • Education contributions off site. • Highways mitigation and contributions off site, which include new and enhanced crossing for the signalisation of the A14 and A142 junction and the signalisation of the Rayes Lane and the Fordham Road and Snailwell Road Junction horse crossing. • Public transport contribution and PROW contribution. • Library contribution. • Health contribution. • Public open space on site. **S106 total £2,903,168 (£7,257 per dwelling)**
AP21	Land off High Street, Black Bear Lane and Rowley Drive, Newmarket	123 homes	Outline planning application DC/21/1242/OUT allowed on appeal.	• Education contributions off site. • Highways mitigation and contributions off site. • Public transport contribution. • Library contribution. • Health contribution.

Site reference	Site address	Proposal	Status	Infrastructure secured via S106 and/or conditions
				• Public open space on or off site. **S106 total £738,726 (£6,005 per dwelling)**
AP27	Land north of Cavendish Road, Clare	53 homes	Outline planning application DC/17/1252/FUL approved.	• Education contributions off site. • Highways mitigation and contributions off site, which include highway improvements, including a pedestrian and cycle route from the site to Stour Valley Community School, road markings and pedestrian crossing to the west of the site access. • Public transport contribution and PROW contribution • Library contribution. • Health contribution. • Public open space on site. • Public open space off site contribution. **S106 total £532,090 (£10,039 per dwelling)**
AP31	Land at junction of Hall Road and Mill Road, Kedington	40 homes	Outline planning application DC/14/1751/OUT approved. Reserved matters application has subsequently been approved. Development commenced.	• Education contributions off site. • Highways off site contribution. • Community sports and facilities off site contribution. • Library contribution. • Public open space on site. **S106 total £456,848 (£11,421 per dwelling)**
AP32	Matthews Nursery, High Street, Lakenheath	28 homes and 900sqm commercial floor space	Hybrid planning application DC/18/1492/HYB approved.	• Education contributions off site. • Highways off site contribution. • Public transport contribution and PROW contribution • Library contribution. • Public open space off site contribution. **S106 total £430,091 (£15,360 per dwelling)**
AP33	Land west of Eriswell	140 homes	Outline planning application	• Education contributions off site.

Site reference	Site address	Proposal	Status	Infrastructure secured via S106 and/or conditions
	Road, Lakenheath		F/2013/0394/OUT approved. Reserved matters application has subsequently been approved.	• Strategic highways off site contribution. • Public transport contribution and PROW contribution. • Library contribution. • Health contribution. • Public open space on site. • Strategic green infrastructure contribution. **S106 total £1,625,818 (£11,696 per dwelling)**
AP34	Rabbithill Covert, Station Road, Lakenheath	81 homes	Outline planning application F/2013/0345/OUT approved. Reserved matters application has subsequently been approved.	• Education contributions off site. • Strategic highways off site contribution. • Library contribution. • Health contribution. • Public open space on site. • Strategic green infrastructure contribution. **S106 total £647,387 (£7,992 per dwelling)**
AP35	Land north of Station Road, Lakenheath	375 homes	Hybrid planning application DC/14/2096/HYB approved.	• Primary school on site. • Education contributions off site. • Strategic highways off site contribution. • Public transport contribution. • Library contribution. • Health contribution. • Public open space on site. • Suitable Alternative Natural Greenspace (SANG) on site. **S106 total £2,672,957 (£7,127 per dwelling)**
AP36	Land off Briscoe Way, Lakenheath	67 homes	Full planning permission DC/13/0660/FUL approved.	• Education contributions off site. • Strategic highways off site contribution. • Library contribution. • Health contribution. • Public open space on site. • Strategic green infrastructure contribution. **S106 total £511,962 (£7,641 per dwelling)**
AP39	Land east of Warren	141 homes	Full planning permission	• Education contributions off site.

Site reference	Site address	Proposal	Status	Infrastructure secured via S106 and/or conditions
	Road, Red Lodge		DC/19/2347/FUL approved.	• Highways off site contribution and public transport contribution. • Library contribution. • Health contribution. • Public open space off site contribution. **S106 total £2,215,064 (£15,709 per dwelling)**
AP43	Land at Lamble Close, Beck Row	60 homes	Outline planning application DC/18/1993/OUT approved. Reserved matters application has subsequently been approved. Development commenced.	• Education contributions off site. • Library contribution. • Health contribution. • Public open space on site. **S106 total £520,848 (£8,680 per dwelling)**
AP45	Land off Bury Road, Hopton	37 homes	Full planning permission DC/15/2298/FUL approved and subsequent variation of condition application approved. Development commenced.	• Education contributions off site. • Highways off site contribution and public transport contribution. • Community facilities on site and contribution. • Library contribution. • Public open space on site. **S106 total £492,774 (£13,318 per dwelling)**
AP50	Land east of Beeches Road, West Row	161 homes	Outline planning applications DC/21/2337/OUT and DC/22/1926/OUT approved and full planning permission DC/18/014/FUL approved. Development commenced.	• Education contributions off site. • Highways off site contribution and PROW contribution. • Community facilities on site. • Library contribution. • Health contribution. • Public open space on site. **S106 total £1,331,171 (£9,374 per dwelling)**

Appendix D: summary of preferred options responses and key issues

During the preferred options consultation in summer 2022, 48 responses were received on the part one IDP. The key issues and comments are summarised below:

Transport

- The increased growth at RAF Lakenheath in recent years has not been taken into account in the baseline data and significant increases in traffic volume.
- Sustainable transport and demand management should be maximised through the provision of active travel and public transport links to town centres, employment, services and education; active travel connections, including cycle links, between settlements, particularly connecting smaller settlements to larger ones with more services.
- Suffolk County Council is currently updating the Local Transport Plan (LTP) for Suffolk, and this is referenced in the IDP. The county council look forward to continuing working with West Suffolk Council to ensure that the local plan and LTP are aligned and supportive each other's aims.

Emergency services

- Doctors and dentists are already overprescribed in certain areas of the district.
- Financial contributions should be sort for police facilities and infrastructure and East of England Ambulance Service for any new proposal for housing.

Water

- No further development is acceptable without better assurances on water supply, nutrient deposition and sedimentation.
- The impact of agriculture should be considered.
- Building on floodplains should be prohibited.
- Areas in flood risk can be used for biodiversity and water supply enhancements.

Energy

- West Suffolk's policy on energy should be updated.

Open space, green infrastructure and biodiversity

- Green spaces need to be easily accessible to all.

General comments

- Infrastructure should be in place before a development is built and not once it is completed.
- Additional wording should be included to reflect the key infrastructure areas.

Appendix E: regional and sub regional context for transport infrastructure

Updates since Preferred Options (PO) IDP (part one), informing the infrastructure delivery plan (IDP) (part two)

This section looks at the national and regional infrastructure issues that impact on West Suffolk. These include consideration of transport at the regional or sub-regional and county levels in terms of groups and forums campaigning for infrastructure improvements, research on changes impacting on transport now and in the future through growth and indicating where improvement schemes are planned or being promoted. These issues are recognised as being of key importance in planning for future growth from a health, climate change, economic, and environmental point of view and will influence studies and projects at a more local level.

Roads

National Highways is responsible for the strategic road network (SRN) and national highway route strategies. In West Suffolk this constitutes the A11 and A14, which are both heavily used. All other roads in the district are maintained by Suffolk County Council, (SCC). West Suffolk Council and Suffolk County Council have commissioned a transport model called the Suffolk Model. This can be used to test the impacts of proposed development on the highway network. National Highways and SCC practice partnership working with West Suffolk, engaging with the local plan process and to help ensure that development is located in the right place. The viability and feasibility of highway improvement schemes need to be considered. Specific schemes are not identified at this early stage, but growth can necessitate improvements. Opportunities to link employment uses and housing should be maximised where appropriate to do so.

Buses

Buses in West Suffolk are run by franchises and include Mulleys, Stephensons and Stagecoach. A regular bus service is an important part of maintaining a sustainable settlement. This allows people to reduce journeys by car and access services and facilities outside their immediate locality. The COVID-19 pandemic reduced bus travel as people cut back on face-to-face contact. In March 2021 the Government launched the National Bus Strategy with the aim of rejuvenating local bus services. In June 2021 Suffolk County Council (SCC) commenced the development of an Enhanced Partnership which will support the improvement of all local bus services operating within Suffolk. This will be a legal agreement between SCC and bus operators to work together to deliver the National Bus Strategy and develop a long-term strategy to transform bus services in the county. The first step was the establishment of the Bus Service Improvement Plan that aims to deliver better bus services and facilities and support bids for funding. The first meeting of the Enhanced Partnership Board took place on 29 April 2022. The enhanced partnership will enable Suffolk County Council to access different funding streams and helps them strive to provide the best possible bus service and infrastructure. In September 2023 the Government announced BSIP+ funding allocations including approximately £1.8million for Suffolk County Council to provide bus service improvements. Funding has also

been made available for Zero Emission Bus Regional Area 2 (ZEBRA 2) schemes which are reserved to introduce zero emission buses in rural areas. This fund closes on 15 December 2023.

New Anglia Local Economic Partnership (NALEP)

In February 2022, the local enterprise partnership (LEP) agreed to disband the Norfolk and Suffolk Transport Board and focus on the clean growth taskforce and decarbonising transport. The transport priorities of the Norfolk and Suffolk Transport Board were considered to align with Transport East (this is discussed below), and the LEP will continue to work with key partners.

New Anglia Local Economic Partnership published the Norfolk and Suffolk Economic Strategy in 2022. This states that it seeks to 'deliver innovative clean transport solutions that reduce the need to travel, encourage modal shift and support a thriving economy across all our geographies. We must consider how we exploit the benefits observed around travel behaviour due to the pandemic alongside the deployment of alternative fuels (electric, hydrogen and biofuels) to support the decarbonisation of transport. Alongside this there are several pinch points that need to be overcome to support the resilience, reliability and flexibility of infrastructure.' The Strategy also seeks to support the rise of the 'hyperlocal', by appropriate placemaking and supporting local access.

Transport East

Transport East is the subregional transport body for Suffolk, Norfolk, Essex, Thurrock and Southend on Sea. Transport East facilitates collaboration between local councils, National Highways, Network Rail and the Department for Transport, as well as other strategic partners such as ports, airports and rail and bus operators from across the East.

In establishing Transport East the aim is to ensure that the transport network:

- Enables all people to access the opportunities and services they need to thrive.
- Is innovative and prepared for future developments.
- Enables homes growth.
- Enables the efficient and effective movement of people and goods to boost economic growth.
- Enables cleaner, greener and healthier forms of transport.
- Ensures that growth in the East is sustainable, encompassing all forms of transport including, public transport, walking, wheeling and cycling.
- Ensures that the East is a place where people want to live, work and visit.

The role of Transport East, as set out by the Department of Transport is to:

- Develop and maintain a transport strategy for the East.
- Provide advice to Ministers on prioritising transport investment.
- Grow the capability of Local Transport Authorities (LTAs) in the East by developing a Regional Centre of Excellence providing enhanced evidence.

Partners continue to work together to identify, highlight and advocate for the region's transport needs, including how best to prepare for the future, and how to attract transport infrastructure funding. A Transport Strategy has been created and recognised by the Department for Transport. This focuses on four priorities for the region including: decarbonising transport, connecting growing places, energising coastal and rural communities, and unlocking global gateways. The Strategy is supported by a Strategic Investment Programme (SIP) which sets out the priority transport programmes and projects for the region.

To progress the objectives within the Strategy, Transport East works with partners across strategic transport issues including road, rail, passenger transport, rural connections, active travel, electric vehicles, freight, alternative fuels, future solutions and data and modelling.

Rail

Improved rail services can encourage a modal shift from the car onto rail for short and long-distance commuter journeys thereby reducing city centre congestion and allowing housing and economies in key growth locations to grow more sustainably (from East West Rail Eastern Section Prospectus).

There are several rail stations and/or stops serving West Suffolk including Bury St Edmunds, Newmarket, Lakenheath, Brandon and Kennett located in East Cambridgeshire. The Felixstowe to Nuneaton line runs through Bury St Edmunds and Kennett. The Ipswich to Cambridge line runs through Bury St Edmunds, Kennett and Newmarket. The Norwich to Ely line runs through Brandon and Lakenheath. The East West Rail Eastern Section Prospectus notes that, "to realise ... full economic and housing growth potential, services from Norfolk and Suffolk to Cambridge must be more frequent and journey times improved. This will be crucial for Cambridge and West Suffolk, as West Suffolk forms part of the housing sub-region for the Cambridge workforce."

East West Main Line Partnership (previously known at the East West Rail Consortium)

The East West Main Line Partnership, established in 2021 is described on the website as 'local authorities which share the ambition for a strategic railway connecting East Anglia with central, southern and western England and into southern Wales… It makes the strategic case for East West Rail.' Previously known as the Consortium, this group of authorities has strong links with the Department for Transport and Network Rail.

The East West Main Line Partnership (EWMLP) has six key areas of interest:

- "Delivery of Oxford-Cambridge at the earliest opportunity
- Coast-to-coast connectivity: Realising opportunities east of Cambridge to Norwich and Ipswich; and west of Oxford to Swindon, Bristol and South Wales
- East of Cambridge: Delivering the Eastern Section between Cambridge, Norwich and Ipswich is a fundamental part of the East West Main Line. The preliminary business case work on the Eastern Section so far has found there

is a strong strategic and economic case for investment for direct services from Ipswich and Norwich to Oxford via Cambridge.
- North-south connectivity: Including the Aylesbury-Milton Keynes link and opportunities for new journeys using intersection with radial main lines.
- Interchange and strategic transport hubs: Frictionless interchange, including with other modes.
- A 21st century main line: Ensuring East West Rail supports the environment and the communities it serves. This includes making it electrified and 'digitally-enabled' from the start (providing digital connectivity to nearby communities). It must also be built with communities at its heart – with appropriate mitigation during construction, and quality local connectivity to stations when it is opened.
- Freight: Ensuring East West Rail contributes to the requirements of the national rail freight strategy, while also making the strongest case for prioritisation of the Felixstowe-Nuneaton corridor."

The East West Rail Eastern Section Group (EWRESG) is endorsed by the EWMLP and includes West Suffolk District Council, Babergh and Mid Suffolk District Councils, Ipswich Borough Council, East Suffolk Council, Norwich City Council, South Cambridgeshire District Council as well as Suffolk, Norfolk and Cambridgeshire County Councils. The objective of EWRESG as identified in the East West Rail Eastern Section Prospectus is to "work tougher to ensure that the Eastern Section [of East West Rail] is 'Central Section ready' (the link between Cambridgeshire and Bedford). The enhanced operation of services between Ipswich and Cambridge and Norwich and Cambridge will be crucial for the strategic economic link between East and West.

EWRESG is working to:

- Improve East west public transport connectivity.
- Provide faster, more frequent and more reliable rail links form the west to Cambridge, Norwich, Ipswich and beyond.
- Reduce journey times and increase reliability of intra-regional and local journeys.
- Increase capacity for inter-regional journeys.
- Enhance capacity for rail freight, especially from Felixstowe.
- Reduce car dependency and carbon emissions from car and road haulage use.

Rail service improvement recommendations from the Eastern Section Rail Study:
Short-term (pre-Central Section)

- Improved journey times between Ipswich and Cambridge and between Norwich and Cambridge.

Medium-term (at opening of Central Section)

- Direct half-hourly passenger rail service between Ipswich, Bury St Edmunds, Newmarket and Cambridge.
- Direct half-hourly passenger rail service between Norwich, Wymondham, Attleborough, Thetford and Cambridge.
- Potential for alternate hourly East West services to serve Ipswich and Norwich (for example two hourly through services from each location).

Long-term (post-Central Section)

- Direct hourly service between Ipswich, Bedford, Milton Keynes and Oxford, achieving a journey time of 120 minutes.
- Direct hourly service between Norwich, Bedford, Milton Keynes and Oxford, achieving a journey time of 120 minutes.
- Improved journey times between Ipswich and Cambridge and between Norwich and Cambridge. Achieving a rail journey time of under 60 minutes.
- A rail route through to Oxford and beyond that is attractive for freight.

Services will be introduced in three 'connection stages':

- Connection stage one: services will run from Oxford to Bletchley (Milton Keynes).
- Connection stage two: building on the work completed in Connection Stage One, services will extend from Oxford to Bedford.
- Connection stage three: This stage completes the full East West Rail connection, and will see services run from oxford to Cambridge via Bedford and Bletchley.

East West Rail Company has the role of overseeing construction of the project between Oxford and Bletchley – which is now underway. They are also designing the section of railway between Bletchely and Cambridge.

Peterborough, Cambridge and Ipswich rail services Strategic Advice

Suffolk Corridor Study published by Network Rail in November 2022, this study reviews and considers rail service provision between Peterborough, Cambridge and Ipswich. Through the study, "it was confirmed that the scope for improving connectivity and convenience of services between Peterborough, Cambridge and Ipswich is limited by capacity constraints. This supports the case for addressing constraints at Ely, and Haughley Junction. Line-speed and/or headway improvements, and doubling of the single-line sections of track between Ely and Soham or Newmarket and Cambridge would improve timetabling and/or increased reliability of services."

In addition the study, "..recommended that land required for re-doubling singled sections of track between Ely and Soham, and Coldham Lane (Cambridge) and Chippenham Junctions is safeguarded against further development (including placement of railway-related equipment and/or buildings on this land)."

The study goes on to say, "Redoubling of this line will be required to accommodate additional services, and would benefit the scheduling of present services. (Part) doubling of this line is considered in conjunction with future track and signalling renewal schemes, and that the land and/or trackbed required for re-doubling is safeguarded against development. (including further placement of rail equipment and/or structures on the trackbed)"

The study also notes that, "The proposal to re-instate the west curve (Snailwell loop) at Chippenham Junction, to provide a service between Cambridge and Ely via Newmarket, is constrained by the single-line section between Ely and Soham. The capacity on this section is unlikely to be sufficient to accommodate

additional regular services. There are currently no firm plans to re-double this line."

The study makes recommendations for short, mid and long term enhancements for improvements to passenger services from Ipwich to Cambridge and Ipswich to Peterborough. The study also recommends additional stops at Kennett and Dullingham are considered, while these stations are located in Cambridgeshire they are stations which are used by Suffolk residents. The study also makes other potential rail improvements.

Network North

The Network North Transforming British Transport announced in October 2023 that the Ely Junction will be upgraded. This transformative scheme will see an extra six freight trains per day to and from the Port of Felixstowe – the equivalent of taking 98,000 lorry journeys off the road every year, including across the Midlands and the North. We will also see a doubling of passenger services on the Ely-King's Lynn and Ipswich-Peterborough routes, helping commuters and leisure travellers alike. It is understood that this upgrade extends to Haughley Junction improvements as well.

Haverhill – Cambridge

Cambridge Biomedical Campus, Addenbrookes

Haverhill is home to many people that work at the Cambridge Biomedical Campus (CBC) at Addenbrookes and elsewhere in Cambridge. Atkins study, Cambridge Biomedical Campus Transport Needs Review 2018 and 2019 for Cambridgeshire County Council (on behalf of the Greater Cambridge Partnership (GCP) identifies the challenges for transport and travel at the Cambridge Biomedical Campus as it expands over the next few years.

The report describes this growth in paragraph 1.1.2:

"The CBC is an international centre of innovation and excellence in healthcare and is a significant asset in the development of the UK's life science research, teaching and healthcare industries. A significant increase in the number of people working at and visiting the Campus will take place within the next five years, with further increases expected up until 2031. Current growth includes the relocation of Royal Papworth Hospital, Abcam and AstraZeneca, and several University of Cambridge (UoC) developments. There is also expansion to the existing hospital provision, with further growth planned up to 2031 and aspirations to grow further beyond 2031."

It is acknowledged that such a level of growth will increase pressure on the transport network and the study is approached in two stages: Part 1 is the baseline report which provides, among other things, an understanding of current travel demand to, from and within CBC including the volume of travel to and from the site, and the breakdown by mode, purpose and direction. Part 1 recommends Potential Interventions for the next five years to manage growth (section 10). Part 2 examines the transport needs of CBC beyond the next five years, including assessing the multimodal impacts of a Cambridge South Station,

and makes recommendations for potential additional transport measures needed for CBC beyond the next five years for scenarios both with and without the addition of a Cambridge South Station. Part 3 looks at the impact of potential interventions identified in parts 1 and 2 and the Cambridge South Station and planned transport schemes on access to CBC to 2031. It also looks at the phasing required to manage highway demand between now and 2031.

The wider study area of the report represents the main concentrations of origins of travel to work trips and includes Haverhill and Newmarket. Data was gathered on travel to work from the 2011 Census: a total of 13,552 people travelled to the CBC site to work. Of these 92.6 per cent lived in the wider study area. Cambridge Biomedical Campus have provided a staff figure of 17,250 working on-site, and 14,500 patients and visitors access the site per day. The staff postcode information reveals that 1,403 members of staff live in the CB9 postcode area (Haverhill and part of Braintree district), compared with 365 in CB1, 197 in CB2 (west of Cambridge), and 329 in CB3 (north-west of Cambridge). In terms of how people travel to work this is relatively evenly split between cycle, single occupancy car (35 per cent) and bus trips.

Cambridge South East Transport Study

The Cambridge South East Transport Study aims to provide better bus, walking and cycling facilities for commuters along the A1307, linking communities and employment sites between Haverhill and Cambridge. The Study is considering three strategies for improvement and all three strategies include a new park and ride site close to the A11. The strategies are as follows:

- "Strategy 1: A new dedicated public transport link from the A11 via Sawston to the Cambridge Biomedical Campus. The most appropriate mode of operation (rail or bus) to be the subject of further consideration and consultation.
- Strategy 2: A new dedicated bus-only road from the existing Babraham Road Park and Ride to Cambridge Biomedical Campus and an inbound bus lane from Babraham Research Campus to the Babraham Road Park and Ride site.
- Strategy 3: An inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital Roundabout."

As mentioned above, there are high volumes of staff that live in Haverhill, whose main route into Cambridge biomedical campus (CBC) is via the A1307. Implementation of one of these strategies would improve accessibility for CBC staff to their workplace as well as patients and other visitors, whilst providing them with a more reliable and faster service. An improvement scheme would also support intra-site travel for users who need to travel to other offices or appointments within the corridor, such as at Granta Park.

The Cambridge South East Transport Study includes a bus priority element on the A1307. The scheme development is at a high-level at this stage. These improvements have the potential to reduce congestion on the A1307, as more people could use the park and ride and bus services. The main improvement for cycling and walking would be from Granta Park to CBC by improving infrastructure to increase safe access to CBC, which could encourage cyclists living south of the site to use this mode of travel.

Following publication of the Preferred Options Infrastructure Delivery Plan the Cambridge South East Transport project was divided into two phases:
Phase 1 looks at road safety, walking, cycling and bus priority along the A1307 between Haverhill and Cambridge.

Phase 2 is a new, dedicated bus route from a new A11 travel hub [park and ride] to the Cambridge Biomedical Campus with a new path for walkers, cyclists and horse riders alongside.

The GCP Executive Board agreed to pause CSET phase 2, against the backdrop of rising inflation which is impacting GCP's programme.

The business case for CSET phase 2 demonstrates the busway is the most suitable solution to the planned growth at the Cambridge Biomedical Campus. Therefore, the GCP will continue to seek funding to deliver the scheme.

The pause of phase 2 does not impact the planned road safety, walking and cycling improvements along the A1307 as part of phase 1.

A 2021 consultation by **Greater Cambridge Partnership – making connections** sought the public's views on greener travel (improving public transport, cycling and walking whilst reducing congestion), in Cambridge. The results of the consultation will be announced in 2022. The consultation proposed a new bus network, with improved frequency, longer hours and increased rural services. The services will connect to employment sites. Cycling and walking will improve particularly around public spaces. The partnership also intends to raise money to improve the transport network.

In September 2023, the Greater Cambridge Partnership executive board took the decision to stop further development of the Making Connections proposals. They collectively decided that while the aims of the project, to make travelling in and around Cambridge simpler and faster by saving time and money, would have eased congestion and offered better, fairer, and greener travel choices, it wasn't able to progress to the full business case stage.