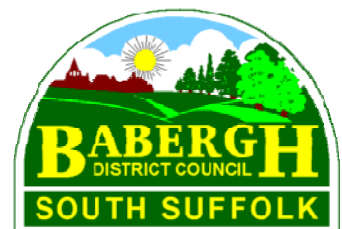


Core Strategy Issues and Options

**Infrastructure & New Development
Section
March 2009**



11 Physical Infrastructure

- 11.1. Increased investment in infrastructure is required to mitigate the impact of further housing and employment development and enable growing communities to be as sustainable as possible. Development can place additional demands upon physical infrastructure, as well as having impacts upon the environment.
- 11.2. In line with the guidance contained within Planning Policy Statement 12: Local Spatial Planning the District Council will work with others to identify what will be required to deliver the RSS and Core Strategy policies and proposals. At a local level for the purposes of this section it could centre upon water provision, wastewater treatment and collection, drainage, electricity provision, gas provision, waste disposal, road improvements, public transport, police and fire services. At the sub-regional level it could include further investment in road and rail connections. The District Council has been working with service providers and utility companies in the district and information has been collected regarding physical infrastructure capacities and future requirements. However it is too early in the process of preparing the Core Strategy to suggest specific infrastructure improvements. This will be addressed in more detail as the Core Strategy preparation progresses.
- 11.3. While some of this physical infrastructure will continue to be secured via planning agreements, in conjunction with the Haven Gateway Partnership, and the Local Strategic Partnerships, the private sector and utility providers/ statutory undertakers, the District Council will investigate the extent to which some of the infrastructure may be delivered via a 'Community Infrastructure Levy', this works on a tariff basis with contributions levied per new dwelling, to pay towards particular kinds of infrastructure provision.
- 11.4. Local Community priorities as identified in Sustainable Community Strategies and other local consultation, such as improved access to transport, infrastructure and services are linked to physical infrastructure provision as shown in the table below.

Suffolk LSP	Western Suffolk LSP	Babergh East LSP	BDC Strategic Plan
<p>A prosperous and vibrant economy</p> <ul style="list-style-type: none"> - Use Suffolk's unique selling points to capture emerging markets - Reduce economic inequalities across the county - Improve transport and the infrastructure to support sustainable economic growth. 	<p>Develop a prosperous and sustainable economy</p> <ul style="list-style-type: none"> -Enable a prosperous, sustainable economy -Encourage sustainable tourism - Alleviate poverty and reduce health inequalities 	<p>Access to services, jobs and training</p>	<p>A strong and sustainable Babergh economy</p> <ul style="list-style-type: none"> - Improved infrastructure in our market towns to increase vitality and viability <p>Vibrant places and strong communities</p> <ul style="list-style-type: none"> - A reduction in the impact of rural isolation on parts of the district particularly limited access to affordable housing, transport and jobs. - effective and convenient

			<p>access to the public services by physical, telecommunications or other electronic means.</p> <p>- public services appropriately reflect the needs, aspirations and choices</p>
--	--	--	---

Question INF1: Do you agree that the Core Strategy needs to address how new developments should support infrastructure improvements, what strategic infrastructure requirements should be supported, when would strategic infrastructure requirements be needed and who will be responsible for implementation? If not please provide an explanation of the key issues that you think should be identified and why?

Background

Water, wastewater treatment and collection

- 11.5. Anglian Water is the statutory provider of water and responsible for the operation and maintenance of the wastewater collection and treatment infrastructure within the Babergh District and has a statutory obligation to meet the growth planned for the district.
- 11.6. Water constraints are not anticipated within the district of a scale and nature such that they would impact on growth levels within the district. Emphasis must be placed on supporting water-efficient design for new homes (and other developments) through the standards in the Government's Code for Sustainable Homes and other measures.
- 11.7. There may be short-term constraints in upgrading Sewerage Treatment Works for increased capacity within the district, but details regarding this are not readily available until the exact location and nature of proposed development has been defined. The Water Cycle Study Stage 2 will ultimately provide more detailed information regarding the implications for new growth.

Electricity and Gas

- 11.8. EDF Energy (EDFE) is the electricity supplier for the Babergh district. The district is well covered in terms of electricity infrastructure. If development is focussed at Sudbury, Hadleigh and the Ipswich fringe it is likely that existing electricity infrastructure at these locations will need to be upgraded. However it has to be noted that only a limited amount of development could also potentially be accommodated at villages without upgrading electricity infrastructure, although any upgrades might be more local in nature. The anticipated upgrades are likely to have impacts in terms of timescales and this will need to be considered when determining the scale and distribution of future growth across the district. Discussions are presently taking place with National Grid regarding gas infrastructure.

Waste

- 11.9. As the Waste Disposal Authority, Suffolk County Council is responsible for waste management in the County and prepares a Waste Local Development Framework for the County. There are no treatment facilities for municipal waste in the Babergh District. Currently there is a depot in Sudbury for parking and maintenance of the refuse collection vehicle fleet. It is anticipated that this will re-locate to a new joint depot with Mid Suffolk District Council in 2009. Additional requirements in terms of waste would be local transfer and recycling facilities that would be required as developments are completed.

Road and Rail

- 11.10. Responsibility for transport is shared between Central Government, Suffolk County Council (and the District Council). Central government exercises its responsibility through the Department of Transport and the Highways Agency. The Primary Route Network in the district comprise the A14 and A12 trunk roads, supported by the A134 (Sudbury to Bury St Edmunds), the A131 (Sudbury to Braintree roads), the A1070 (Ipswich to Sudbury) and the A137 (Ipswich to Manningtree).
- 11.11. The A12 and A14 are trunk roads and the responsibility of the National Highways Agency. Other adopted roads in the District are managed and maintained by Suffolk County Council. A few local roads are owned and maintained by Babergh District Council.
- 11.12. The junction of the A12 and A14 at Copdock is already at capacity, with traffic issues in this location having, in many cases, a significant knock-on effect on the surrounding villages and on Ipswich. The A12 and A14 are showing congestion and this will increase between to 2021 and beyond. Any planned housing/employment needs to be considered carefully and supported by an assessment of transport impacts. The assessment must provide evidence that the planned development will work either without affecting the Highways Agency Network or that it will work if mitigation is provided and funded by the developer.
- 11.13. Sudbury and its immediate surrounding area will be sensitive to additional development, with air quality issues and increased congestion. Also of particular concern are any villages affected by A14/ A12 for example Sproughton and Copdock/ Washbrook.

The following improvements are already required in Sudbury:

- Belle Vue junction improvements
- Sudbury bus station facilities and better rural bus interchange
- A134 / A131 roundabout (road safety scheme)
- Improve access around the town for cyclists and pedestrians
- Cross Street area traffic management
- Measures to improve air quality in particular areas of the town
- Sudbury Western Bypass

- 11.14. Major projects such as any Sudbury Western Bypass are reliant on central government for funding and implementation. Babergh District Council has however safeguarded the route of the Bypass should a scheme come forward in the life of the Local Plan (to 2016) and it has to be considered if this should be included in the Local Development Framework.
- 11.15. There are HGV problems for residents in settlements such as Lavenham, resulting from local agriculture/ deliveries and satellite navigation box misrouting. In Lavenham restrictions and redirection on the A1141 were implemented early in 2008. Several improvements are also required for pedestrians and cyclists in the District such as at Brantham, Copdock, Hadleigh, Ipswich fringe and Sproughton. Discussions are presently taking place with Network Rail regarding rail infrastructure.

Fire

- 11.16. It is unlikely that housing development spread throughout the district would result in any upgrading of fire cover or providing additional fire stations. It could be different of course if the numbers and types of buildings in a particular location are vast and constitute a 'New Town' or 'settlement'. There is no 'critical' threshold, it would all be risk assessed upon application.

Police

- 11.17. If there was significant population/housing/industrial growth under the current policing model there would be a need for additional Safer Neighbourhood Team bases in these growth areas. These could involve the housing of partner agencies in the same premises.

Question INF2: Do you think it is important the Core Strategy should address infrastructure provision and if so which of the following approaches should be followed:

Option 1: Business as usual – secure infrastructure through Section 106 Agreements on a case by case basis

Option 2: Seek contributions based on a standardised local 'tariff' approach

Option 3: Make provision for particular large scale infrastructure requirements

Option 4: Secure grant funding from national government for bigger infrastructure projects

Option 5: A combination of these options or an alternative option

Please give details and reasons.

Question INF3: What number of houses (or size of commercial developments) do you think should apply in terms of Option 2?

Question INF4: What physical infrastructure do you think would need to be provided in terms of Option 3?