

DRAFT

INFRASTRUCTURE

CAPACITY

Updated
May 2010



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1. BACKGROUND AND PURPOSE OF THE DOCUMENT

- 1.1 The ~~Local Babergh~~ Development Framework (LDF) will replace the current Local Plan adopted in June 2006. National guidance in the form of PPS12 places emphasis on Local Development Frameworks and in particular Core Strategies and Site Specific Allocations documents to be supported by robust evidence regarding physical, social and green infrastructure needed to enable the amount of development proposed for the area, taking account of its type and distribution.
- 1.2 It is anticipated that the Core Strategy will be adopted in ~~March~~-2011 and work will start on the Site Specific Allocations after the Core Strategy is ~~would be adopted in 2012~~. The Core Strategy sets out the vision, strategic policies for development within the Babergh District up to 202631 and identifies broad areas considered suitable to accommodate future growth for approximately 2015 years after adoption of the Core Strategy. Allocations are contained in the Site Specific Allocations document.
- 1.3 This document was originally prepared in 2008 to look at physical and social infrastructure needs within the district in terms of development to be accommodated for 15 years after adoption of the Core Strategy. That original document and this and subsequent updates looking towards requirements up to 2031 will inform the preparation of the Core Strategy, Site Specific Allocations DPD documents, development management and monitoring. Green infrastructure; open space; village halls and sports facilities will be considered in a separate evidence document. Particular aspects to be considered in this document include:
- existing physical and social infrastructure and capacities;
 - what physical and social infrastructure will or may be needed to support development within the district;
 - when it will be needed;
 - how it can be funded;
 - consideration of options for future development and implications for physical and social infrastructure; and
 - the risks inherent in the process.

2. APPROACH AND CONSULTATION

- 2.1 The original document and this update were both completed in-house by the Planning Policy Team of Babergh District Council. The information included in this report is a result of available studies, consultations and meetings with service providers regarding physical and social infrastructure within the district. Details regarding available studies and consultations are contained in Appendix 1.
- 2.2 The document firstly looks at the requirements in terms of housing and employment provision and thereafter considering the following physical and social infrastructure in order, namely:

- Electricity;
- Gas;
- Water;
- Wastewater treatment and collection;
- Waste;
- Highways;
- Rail;
- Fire Services;
- Police;
- Telecommunications;
- Education;
- Health; and
- Libraries.

2.3 It is important to underline that this document provides a snapshot of the situation at the time that the information was gathered and that as and when developments occur this impacts on infrastructure capacity. For this reason the information will be updated by consulting service providers during the different stages in the production of the Core Strategy and Site Specific Allocations.

3. HOUSING AND EMPLOYMENT REQUIREMENTS FOR THE DISTRICT

3.1 The Regional Spatial Strategy (RSS) or known as the East of England Plan was adopted in May 2008. The RSS sets out the housing and employment requirements across the East of England up to 2021. The RSS indicates that 5600 dwellings should be provided within the Babergh district between 2001 and 2021. In addition it specifies that housing development in particular should be focussed at the key services centres with a range of services and facilities. In terms of job creation it specifies that the net growth in jobs within the Suffolk Haven Gateway area should be 30 000 for the period 2001-2021. No separate figure is given for Babergh district, but the council is keen to encourage and support a vital and viable local economy. This is especially important given the mainly rural nature of the district and the attractions of commuting to Ipswich, Colchester and Bury St Edmunds.

3.2 The Chilton development is the largest single mixed use allocation (19.8Ha, 700+ dwellings, employment and services) to be brought forward by the adopted Local Plan. Policy CPO1 sets out an extensive list of infrastructure requirements linked to this development, and which may also serve the wider Sudbury area. However at the time of drafting this paper, negotiations were in hand with various interested parties on a range of proposals which could result in that list being amended. This report does not therefore take account of those specific pieces of local infrastructure that may ultimately be provided, but does outline the potential impacts of the development on existing infrastructure where this information is available.

4. PHYSICAL INFRASTRUCTURE

4.1 ELECTRICITY

Existing Infrastructure and Capacity

Main Grid Supply

4.1.1 Nat Grid Transco supply HV electricity from the power station at Sizewell to the Main Grid overhead line that runs across the centre of district. At the time of drafting this report new proposals for HV lines across the district to improve the distribution from Sizewell had just been published. These will be dealt with in due course by the Infrastructure Development Commission.

Distribution network

4.1.2 EDF Energy (EDFE) is the electricity supplier for the Babergh district. The district is well covered in terms of electricity infrastructure. The Babergh area is fed from seven 132KV or major grid substations of the EDFE distribution network namely from Thaxted, Belchamp, Bury St Edmunds, Stowmarket, Lawford, Bramford and Ipswich, all of which are located outside of the district. The distribution network is shown in Appendix 2.

4.1.3 Three 132KV overhead lines run through the district. The first line runs from Thaxted (outside the district) towards Assington, Boxford, Hadleigh, Elmsett and to Bramford / Ipswich (outside of the district). The second line runs from Lawford (outside of the district), towards Brantham, Tattingstone, Belstead and Cliff Quay in Ipswich (outside of the district). The third line runs from Cliff Quay in Ipswich (outside of the district) towards Copdock/ Washbrook, Sroughton and Bramford (outside of the district).

4.1.4 One 400 KV overhead line runs from Bramford (outside of the district) towards Sroughton, Burstall, Hadleigh, Polstead, Leavenheath, Assington and Thaxted (outside of the district).

4.1.5 Several 33KV circuits lead from the mentioned major grid substations to 33KV or primary substations at Glemsford, Sudbury, Great Cornard, Groton (near Boxford) and Hitcham in the west of the district, Hadleigh in the central part of the district and Brantham, Tattingstone, Shotley, and Belstead in the east of the district.

4.1.6 Electricity is supplied to villages from Primary Substations via various 11 000 volt overhead / underground networks to localised transformers where it is transformed down to 480/415/240 volts and distributed via a low voltage network to the parishioners and local businesses.

Capacity of Infrastructure to Accommodate Future Growth

Sudbury (including Long Melford, Acton and Great Waldingfield) and Great Cornard (including Bures St Mary)

- 4.1.7 The primary substation at Sudbury is close to reaching its capacity. It is therefore likely that a new primary substation and single circuit would need to be supplied from Belchamp. Spare capacity at substations such as Great Cornard and Glemsford could be considered, however this would depend on the proximity of developments to these substations, the size of the developments proposed and other site details.
- 4.1.8 The primary substation at Great Cornard has spare capacity to accommodate additional development. It is anticipated that if a medium amount of growth occurs within Great Cornard or areas adjacent to Great Cornard it would not be necessary to upgrade the existing electricity substation infrastructure; although the additional single circuit from Belchamp mentioned above may still be necessary.
- 4.1.9 If a small level of development occurs at Long Melford, Acton, Great Waldingfield and Bures St Mary it is not considered that upgrades such as a secondary substation and low voltage cables for individual supplies would be required.

Hadleigh

- 4.1.9 Currently the transformers and switch of the existing primary substation at Hadleigh are being upgraded. The upgrade will increase the existing capacity of the substation. The substation has small capacity circuits and if large developments are planned for Hadleigh it is likely that there would be a need to rebuild the existing circuit from Stowmarket and fit it with new poles and larger wires. If a medium to smaller developments occur, it is likely that there would be no capacity constraints for Hadleigh.

Glemsford

- 4.1.10 The primary substation at Glemsford has spare capacity and if a medium amount of growth occurs within Glemsford it is not anticipated that the existing electricity infrastructure would need to be upgraded, although the in conjunction with growth Sudbury/ Great Cornard there may be the need for the additional circuit in the area.

Brantham

- 4.1.11 No problems are currently experienced in terms of capacity for the substation at Brantham and it is anticipated that there will be sufficient capacity to accommodate a medium amount of growth in this part of the district without upgrading existing electricity infrastructure.

Shotley

4.1.12 It is anticipated that it would not be necessary to upgrade the electricity infrastructure at Shotley if medium levels of growth are proposed for this area.

Groton, Tattingstone and Hitcham

4.1.13 Tattingstone and Hitcham have spare capacity at this time. As they are situated in rural locations it is unlikely that major blocks of load will appear, which would require reinforcement, however this is still possible.

Groton is slightly different in that there is spare capacity but a possible extra load in the area may reduce any available headroom.

Ipswich Fringe

Sproughton

4.1.14 If development is planned at Sproughton it is likely that the infrastructure capacity would need to be upgraded and there would be a need to provide a new primary substation, particularly in view of allocations/ employment land at Sproughton.

Wherstead

4.1.15 It is anticipated that there should be sufficient capacity at Wherstead to accommodate a medium level of development at this location.

Pinewood

4.1.16 It is anticipated that there should be sufficient capacity at Pinewood to accommodate a medium level of development at this location.

Belstead

4.1.17 It is anticipated that there should be sufficient capacity at Belstead to accommodate a medium level of development at this location.

Larger Sustainable Villages within the District

4.1.18 At present there are no capacity problems in larger villages within the district, however new development in a village that is close to capacity could result in reinforcement being required. In terms of capacity for future growth assuming that additional infrastructure would include reinforcement to the Low Voltage Network as well as the High Voltage network, then even a development of less than 50 houses could require at the very least a local transformer replacement. It has been known that a single property has caused reinforcement work to be carried out on the local low voltage network.

Options for development

4.1.19 If development is focussed at Sudbury, Hadleigh and the Ipswich fringe it is likely that existing electricity infrastructure at these locations should be upgraded. However it has to be noted that only a limited amount of development could also be accommodated at villages without upgrading electricity infrastructure, although any upgrades here would tend to be more local in nature. The anticipated upgrades are likely to have impacts in terms of phasing and hence delivery of developments.

Additional requirements to accommodate development, timescales for requirements and cost of requirements

Sudbury

4.1.20 It is likely that Sudbury, particularly with the Chilton allocation in the current Local Plan would need a new primary substation and single circuit from Belchamp. This would require an investigation/ design phase as well as the provision of a site for a substation. It is estimated that this could take at least three years to complete such an upgrade from start to finish. The cost is estimated to be around £3 million if overhead cables are installed and £4-5 million if underground circuits are installed. It is considered that this would have to be funded from development. This cost would be to set up the circuit and primary substation only. The 11kV supplies to separate parts of the development would be costed on an individual basis.

Hadleigh

4.1.21 It is likely that to accommodate a large development at Hadleigh the existing circuit will need to be rebuilt from Stowmarket to Hadleigh and new poles and larger wires would need to be installed. It is estimated that this could take at least three years to complete the upgrade, with 1 year allocated for the design phase and acquiring land to build the new circuit alongside the existing circuit. It is estimated that it could take around two years for the construction phase of the project. It is likely that this could be financed through a shared contribution with some improvements that can be delivered to the existing system and the additional costs that will have to be funded from the new development. The cost is estimated to be around £3 million, £2 million for the substation and £1 million for the circuit.

Ipswich Fringe

4.1.22 It is likely that if a medium sized development occurs at Sproughton, the existing electricity infrastructure would need to be upgraded and a substation would need to be provided with a new circuit. It is estimated that this could take at least three years with 1 year allocated for the design and obtaining permissions for road openings through Ipswich town and crossing railway lines and two years for the construction phase to be completed. The cost is estimated to be around £3 million, £2 million for the substation and £1 million for the circuit. There is a possibility that this could be financed through a

shared contribution with some improvements that can be delivered to the existing system and the additional costs that will have to be funded from the new development.

Funding of requirements

4.1.23 The infrastructure requirements would have to be funded through new development or partly funded by new development. The latter would apply when upgrading of infrastructure would have benefits to the existing systems.

Responsibility for implementation

4.1.24 The implementation body for upgrading of EDFE infrastructure would be EDFE. There are options for certain works to be carried out by licensed operators. The new network could then be handed to EDFE to operate and maintain, or kept as an 'inset network' run by the licensed operator.

Risks / obstacles

4.1.25 Electricity demands from housing can be estimate with some certainty but that from commercial developments cannot. Supply needs may therefore alter when specific sites/uses become known. Also if a significant amount of "unknown" developments occur this could impact on the capacities and supply. It should also be noted that stated costs are indicative, will alter over time, and will be subject to review at application stage for each development.

4.2 GAS

National Grid owns and operates the high pressure gas transmission system in the UK. It has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

Existing infrastructure and capacity

A main high pressure gas pipeline runs from north to south across the western side of the district close to the western side of Sudbury. Gas supplies are available to all parts of the district.

Capacity of Infrastructure to Accommodate Future Growth

There is no indication at the present time that the infrastructure will not be able to expand to meet the level of growth required for the district.

4.3 WATER

- 4.3.1 The information contained in this section is based on discussions with Anglian Water, the Draft Water Resources Management Plan and the Stage 1 Water Cycle Study for the Haven Gateway (including Sudbury). The Stage 1 report will be expanded upon in the Stage 2 Report that will consider future growth, water supply, water quality, sewerage and flood risk in more detail. The Stage 2 Water Cycle Study for Haven Gateway is currently being completed, however the study area is confined to the Haven Gateway area. To provide a comprehensive overview of the district, a study will be commissioned to look at the remainder of the District in due course.
- 4.3.2 Anglian Water is the statutory provider of water within the Babergh District and has a statutory obligation to meet the growth planned for the district. Anglian Water released their Draft Water Resources Management Plan, for the planning period 2010 to 2035 in April 2008 and consultations regarding this closed on the 4th of August 2008. Responses to the consultations received were published during April 2009 and the final plan is expected to be published in 2009. The plan is aimed at ensuring that the demand and supply of water resources for the plan period is appropriately managed by considering the need for infrastructure to meet anticipated levels of demand.

Existing Infrastructure and Capacity

- 4.3.3 The Babergh District falls within two different planning and water resources zones namely the Cambridgeshire and West Suffolk Zone (WRZ09) and the East Suffolk and Essex Zone (WRZ10) as defined by the Water Resources Management Plan. For a map of these zones refer to the Management Plan available on the Anglian Water website. The Cambridgeshire and West Suffolk Zone (WRZ09) cover the north-western part of the district and broadly include the Sudbury, Great Cornard and Glemsford areas. The rest of the Babergh District is included in the East Suffolk and Essex Zone (WRZ10).
- 4.3.4 The Cambridgeshire and West Suffolk Zone (WRZ09) is supplied by abstractions from the underlying Chalk aquifer. The larger planning zones of Ely, Newmarket, Bury St Edmunds and Thetford have local trunk main networks linking sourceworks and treated water storage, but no strategic links exist between these zones. A new borehole was also developed at Newmarket in response to the drought of 2004-2006. Demands are centred around the commercial centres of Ely, Newmarket, Bury St Edmunds, Thetford, Haverhill and Sudbury. The report mentions the following concerns:
- environmental concerns regarding abstraction at a small number of conservation sites mainly in the west of this zone, on the edge of the Chalk outcrop;
 - a need to investigate concerns regarding low flows in the upper and lower reaches of the River Lark;

- most of the Chalk groundwater sources contain significant nitrate from agricultural pollution; and
 - local pollution exists around air bases in this zone.
- 4.3.5 The East Suffolk and Essex Zone (WRZ10) is mostly supplied by groundwater from the underlying chalk aquifer. In comparison to other zones to the north of East Anglia, due to minimal environmental impact, development of resources from this aquifer has been maximised. The zone is also supplied by surface water through the raw water storage reservoirs at Alton and Ardleigh. The reservoir at Ardleigh was developed in partnership with Tendring Hundred Water. Alton is filled from the River Gipping, although this can be subject to low baseflow, and has to be supplemented by the return of treated effluents upstream of the abstraction point.
- 4.3.6 Concerns have been expressed by the Environmental Agency on low flows in the rivers Deben, Gipping, Brett, Colne and Pant. Low flows are a function of the limited available storage in the drift deposits that results in relatively low baseflow indices. Other concerns include the need for iron removal and some need blending for high natural levels of fluoride in groundwater beneath the London Clay.
- 4.3.7 Planning permission has been granted for the extension of Ardleigh Reservoir through the restoration of gravel workings adjacent to the reservoir. The extension is expected to be available after 2020 and it will increase the yield of the reservoir and the security and flexibility of operation. Supplies to Colchester will be improved by blending waters with naturally occurring fluoride and by re-allocations the proportion of the deployable output at Ardleigh reservoir.

Capacity of Infrastructure to Accommodate Future Growth

- 4.3.8 The Cambridgeshire and West Suffolk Zone (WRZ09) are forecasted to have a surplus available against target headroom until the middle of the water management plan period (2022). Long term water management and investment options within this zone include targeted leakage control (2020-2025; 2030-2035), targeted cistern devices (2010-2025; 2030-2035), Great Ouse GDS/ Thetford PZ Transfer (2010-2015), Great Ouse GDS/ Ixworth PX transfer (2010-2015), domestic water audits (2010-2015; 2030-2035), targeted metering (2015-2025; 2030-2035), pressure reduction to reduce leakage (2010-2025), Great Ouse GDS/ Ely PZ transfer (2015-2025), Great Ouse GDS/ Brandon PZ (2030-2035), Great Ouse Groundwater Development Scheme (2015-2020) and Colchester PZ transfer (2020-2025). No management or investment in particular is required for the Sudbury part of this zone up to 2035.
- 4.3.9 The East of Suffolk and Essex Zone (WRZ10) is forecast to have a small surplus available against target headroom at the start of the water management plan period, however it is forecast that a deficit will develop by 2015. Current demands within the zone are focussed in the towns of Ipswich and Colchester. The central and most of the northern part of the Babergh

District is included in the Semer planning zone and this planning zone is projected to have remaining headroom in 2035. The remainder of the district, mainly the southern and eastern parts including the Ipswich fringe falls within the Ipswich planning zone and this zone is shown to have a large deficit due to the planned growth for the area as well as the predicted impact of climate change on water supplies. To counter these headroom deficits a number of schemes are proposed in the water management plan.

- 4.3.9 In both Ipswich and Colchester, as the volume of sewerage coming forward for treatment increases, and additional treatment process are carried out to enhance the quality of the final effluent, the increased Sewage Treatment Works discharge is proposed to augment river flows for downstream abstractions, for Alton Water and Ardleigh reservoirs respectively. A trunk main between Ipswich and Colchester has been constructed for an enlarged Ipswich discharge to be available in Colchester. Although the water management plan shows a number of water resource schemes, a great deal of emphasis is also placed on demand management through leakage control, household metering and the promotion of water efficiency. The plan states that alternatives for this Water Resource Zone are limited but that the “well connected and flexible supply systems” “offer some additional security of supplies through conjunctive use”.
- 4.3.10 Other proposed improvement schemes for the Ipswich Zone for the period 2010 to 2035 can be summarised as pressure reductions to reduce leakage (2010-2015), targeted leakage control (2010-2015), targeted cistern devices (2010-2015), domestic water audits (2010-2015), Bucklesham Aquifer Storage Recovery scheme, with an aquifer storage recovery scheme (2010-2015) and Ipswich discharge re-use for the return of coastal discharges after additional treatment to inland waters for subsequent abstraction downstream to refill Alton Water reservoir (2015-2020).
- 4.3.11 Anglian Water concludes the Water Resource Management Plan with the statement “As we have included target headroom in our demand forecasts and we have sufficient options to maintain the supply-demand balance, we are confident that we can manage the risks and uncertainties that are inherent in the 25-year plan we are proposing. Periodic reviews of the supply-demand balance will help us to monitor this situation and to ensure that any emerging risks are proactively managed.” Anglian Water has indicated that overall the water supply networks within the Babergh District have sufficient capacity available and no constraints are anticipated. It is expected that the Water Cycle Studies will confirm the current position in terms of water capacities in the district.

Options for development, requirements and costs to accommodate development, timescales for these requirements

- 4.3.12 It is anticipated that the north and west of the district will have a water surplus, whereas the remainder of the district is estimated to have some headroom deficiency in terms of water supply up to 2035. The Water Resource Management Plan identifies investments and improvements required to

address concerns related to water supply up to 2035. At this stage it is not anticipated that water constraints will impact on proposed growth for the district or that development will have to be phased to accommodate proposed investments and improvements in water supply. Emphasis must be placed on supporting water-efficient design for new homes through the standards in the Government's Code for Sustainable Homes.

Responsibility for implementation and funding of requirements

4.3.13 Anglian Water is the responsible body for the implementation of water and sewerage infrastructure within the Babergh District. When a new development occurs, developers make a formal request to Anglian Water for water supply to be provided to new properties and this is then provided at a cost, relating to the anticipated income from the development and the cost of the scheme.

Risks / obstacles

4.3.14 The water management plan has made a number of assumptions including sustainability reductions and demand assumptions. The plan however does make an allowance to take account of these. The Water Cycle Studies will serve to highlight any risks that could impact on the Core Strategy Spatial Strategy.

4.4 WASTEWATER TREATMENT AND COLLECTION

4.4.1 The information contained in this section is based on discussions with Anglian Water, the Stage 1 Water Cycle Study for the Haven Gateway (including Sudbury) and the East of England Capacity Delivery Strategy. The Stage 2 Water Cycle Studies will provide more detailed information about sewerage capacities and constraints in the district when completed and the information included at this stage may be subject to change as more information becomes available from the Water Cycle Studies.

4.4.2 Anglian Water is responsible for the operation and maintenance of the wastewater collection and treatment infrastructure within the Babergh District including the collection and treatment of surface water originating from surfaces within private properties connected to the wastewater network through combined systems. This does not include SuDS, soakaways, private drainage systems or highway drainage unless adopted by Anglian Water.

Existing Infrastructure and capacity

4.4.3 There are 44 Waste Water Treatment Works within the Babergh District, some of small capacity. The current capacities of the Treatment Works are as follows:

- 2 at greater than 10,000 population equivalent (PE)
- 3 at greater than 5,000 PE and less than 10,000 PE
- 15 at greater than 1,000 PE and less than 5,000 PE
- 24 at less than 1,000 PE

4.4.4. Of these 44 sites 10 have no current available capacity. These sites are Sudbury, Hadleigh, Glemsford, Nayland, Great Wenham, Holbrook, Bildeston, Sproughton, Chelmondiston and Elmsett. A further 6 sites have limited available capacity. These are Monks Eleigh, Bentley, Hintlesham, Bures, Whatfield and Boxford.

Capacity of Infrastructure to Accommodate Future Growth

4.4.5 The above paragraph provides the high level capacity of the Waste Water Treatment Works. Of more importance to this paragraph is the capacity of the sewerage network. In general there is very limited spare capacity to the existing network and there will be a requirement for significant infrastructure upgrade to accommodate the proposed growth in the key growth areas.

Options for development, timescales for requirements, and cost of requirements

4.4.5 There may be no major constraints for future development in the district but this will have to be considered in more detail once the Water Cycle Studies are available. As identified above there are significant delivery and treatment constraints which will require clear sustainable solutions to mitigate the constraints to ensure delivery of the proposed growth. These solutions were not identified within the Haven Gateway Water Cycle Study. The key issues will be around the developments in Sudbury and Gt. Cornard and any additional Water Cycle Study will need to look at any constraints.

4.4.6 In terms of development sites, Anglian Water requires that SuDS should be promoted wherever possible in new development across the District. Generally bringing brownfield sites forward is the most efficient way to accommodate new development but it is likely that the bulk of growth will be on greenfield sites. The potential for SuDs in that context will be confirmed by the Water Cycle Studies. The implications of flooding issues will need to be addressed within the Water Cycle Studies, particularly where impact on growth proposals are identified.

Responsibility for implementation and funding of requirements

4.4.7 Anglian Water is the responsible body for the implementation of sewerage infrastructure within the district. Upgrades to Sewerage Treatment Works can only be provided by Anglian Water and this work is dependent on their funding programme which works on a five year cycle. The potential cost, funding, etc to facilitate development will be explored in the Water Cycle Study. Connection from individual schemes and the implementation of SUDS would be developer funded at cost.

Risks/ obstacles

4.4.8 The existing capacities stated only do not take account of housing development, nor do they allow for future planning permissions or allocated

sites. The Water Cycle Studies will identify additional capacity needs in broad terms, will seek to clarify what the implications of those needs will be, and make recommendations as to how they might impact on development locations, capacities and phasing.

- 4.4.9 The current limitations on capital funding could also impact on infrastructure upgrades as could the slow state of the housing market and consequent lack of developer funding sources for contributions.

4.5 WASTE

- 4.5.1 As the Waste Disposal Authority, Suffolk County Council is responsible for waste management in the County and this aspect is dealt with by the Suffolk Waste Local Development Framework.

4.6 HIGHWAYS AND ROADS

- 4.6.1 Responsibility for the highway network is shared between Central Government (through the Highways Agency and Dept of Transport), Suffolk County Council and the District Council. Responsibility for transport is shared between Central Government, Suffolk County Council and the District Council.
- 4.6.2 The Highways Agency is responsible for the maintenance, operation and improvement of the Strategic Road Network (trunk roads and motorways). Suffolk County Council, as Local Transport Authority, is responsible for the rest of the road network in Suffolk, including footpaths and bridleways. The County Council also has a role to play in providing some subsidised public transport. The District Council undertakes local low level highway maintenance such as sweeping roads, etc, it deals with the alteration of footpaths/bridleways and currently promotes sustainable transport initiatives by issuing bus passes and grant aid for bus shelters. It is also a consultee on most transport issues and monitors air quality.
- 4.6.3 The information in this section is based on comments from and discussions with the Highways Agency and Suffolk County Council, information in the Local Transport Plan and the Draft Transport Assessment.

Existing Infrastructure and capacity

- 4.6.2 The Primary Route Network in the district comprises of the A14 and A12 trunk roads, and the A134 Sudbury to Bury St Edmunds, A131 Sudbury to Braintree, A1070 Ipswich to Sudbury, and the A137 Ipswich to Manningtree non-trunk roads. These all also form part of the Eastern Region Primary Route Network. The A134, A1071 and A137 through the district are also important links to the Haven Ports of Felixstowe, Ipswich and Harwich. In the extensive rural areas of the district, there are many minor routes serving small communities by B and C Class road and significant stretches of unclassified roads, some of which are private.

4.6.4 Suffolk County Council has developed a Local Transport Plan for Suffolk, which sets out strategies for management of the road infrastructure network, the promotion of public transport and transport options such as travel plans.

Capacity of Infrastructure to Accommodate Future Growth

4.6.4 The A14 and the A12 trunk routes have several connections with local settlements and these cause local problems. In particular, the junction of the A12 and A14 at Copdock, which affects local villages and occasionally Ipswich, is already over capacity.

4.6.5 It is also anticipated that by 2012 there will be high capacity and congestion issues overall on the A14 and medium capacity and congestion issues overall on the A12.

4.6.6 Sudbury and 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 for example Sproughton.

4.6.7 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

4.6.8 The Sudbury Western Bypass would undoubtedly relieve traffic from the town centre and western approach. It is supported by the Council and is currently shown in the Adopted Local Plan. However there is no funding for the scheme and it was rejected by ministers following a public inquiry on environmental impact grounds.

4.6.9 Residents in settlements such as Lavenham experience Heavy Goods Vehicles (HGV) problems resulting from local agriculture/ deliveries and satellite navigation box misrouting. In Lavenham restrictions and redirection on the A1141 were implemented early in 2008. HGV management issues include:

- B1113 - Trading Standard completed a 13-month enforcement exercise;
- B1070 - East Bergholt, 24.5T weight restriction currently be reviewed; and
- The impact a reduction to 18T restriction would have on Bentley, Tattingstone, Brantham (A137) Stratford St Mary and Essex villages of Dedham, Lawford and Manningtree.

4.6.10 Improvements for pedestrians and cyclists have been identified by Suffolk County Council and are shown in the table below.

Location	Scheme
Brantham	Brantham is less than 3 miles from East Bergholt, as such children are not entitled to free school transport to school - however as no suitable footway exists, transportation is provided at ongoing expense to the County Council. Provide pedestrian/cycle facilities from East Bergholt to Brantham B1
Bramford (neighbouring villages)	The Street. Traffic speeds/pedestrian facilities, route to school. Widening of Ship Lane footway and clearing of vegetation etc to improve it. Widen Cock alley and make shared use, this will link up to the proposed shared use facility along the B113 that will join neighbouring villages.
Copdock	Short section of old A12 retains fast traffic - deterrent to some cyclists for leisure/commuter route Part of NCR1/ Construct off-road cycle track, 132m x 3m.
Copdock	No safe facilities for cyclists to cross dual carriageway. Provide safe crossing between Elm Lane & Church Lane. 148m
Hadleigh	Ann Beaumont Way. There is no direct or safe route from the Anne Beaumont Way and Gallows Hill estates for school children walking / cycling to Hadleigh High School, Hadleigh Primary School, St Mary's primary School and Beaumont primary school, or for other pedestrians from those estates to gain access to town centre facilities including the main bus station area. If provided the facility would link into a main east / west pedestrian route that has been developed to link the schools in Hadleigh with residential development. The scheme is currently subject to a feasibility study that will be completed by December. Land acquisition will be required.
Hadleigh	High Street (Angel to Benton). 20mph zone
Hadleigh	Tayler Road - Edwin Panks Safe routes to school. Introduce Speed reduction measures. Safe routes to school
Hadleigh	Cycling improvements to old railway line. Make up un-made railway line to allow cycle trips in poor weather
Pinewood	Shepperd Drive. Convert existing Zebra crossing to puffin / toucan. Existing widely used, additional traffic pedestrians / cyclists generated by Swiss Centre / Fred Olson developments., traffic speeds quite high, improvements needed
Shotley	Shotley to Ipswich Cycle route
Sroughton	Pedestrian safety works - speed reduction

Location	Scheme
Sproughton	Shared Space, Lower Road. Increased traffic flows avoiding delays on other routes, Additional development / pedestrian movements / narrow footways/ relevantly high traffic speeds / travel to school route.
Sproughton	Cycle Links at A14 underpass
Sproughton	A1071 / B1113 conversion of roundabout to signal control and upgrading of A1071 / Hadleigh Rd signals to include left turn facility. Signalisation of A1071 / B1113 roundabout will require improvements to capacity at A1071 / Hadleigh Road signals capacity for A1041
Sproughton to Gt Blakenham	Develop cycle route along B1113 Sproughton Wild Man to a14 / B1113

Options for development, timescales for requirements, and cost of requirements

- 4.6.11 The A14/A12 at Copdock Interchange is already at capacity. The A12 and A14 are showing congestion and this will increase between to 2021 and beyond. A draft Transport Assessment of the various spatial options for growth was completed during November 2009. The assessment determined that the planned development will not affect the Highways Agency Network and that impacts can be mitigated by improvements and investments to the road network. It is not considered necessary to phase development to allow for strategic improvements to the road infrastructure.
- 4.6.12 Detailed assessments will be required at the Site Specific Allocations stage and sites of over 80 units will require a Transport Assessment in line with the latest Department of Transport guidelines (above) and a Travel Plan. Development over 50 units (but less than 80 units) would require a Transport Statement.
- 4.6.13 Provision for cyclists and pedestrians is an important element of local transport policy and also contributes towards overall sustainable development and the health agenda. The Transport Assessment also makes several recommendations to improve sustainable transport measures.
- 4.6.14 In order to minimise the impacts on the road network and increase sustainability, development should take place in the following priority order:
- brownfield sites;
 - towns and key service centres
 - primary villages.
- 4.6.15 Development within the existing built up areas will have less of an impact on the road network and settlements with poor connectivity to A/B class roads are the least preferred location for development.

Responsibility for implementation and funding of requirements

- 4.6.16 Major projects such as any future Sudbury Western Bypass are reliant on central government (via Suffolk County Council as Highway Authority) for funding and initiation. 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).
- 4.6.17 The responsibility of mitigation against the effects of any development on the existing road network will fall to the developer, with the agreement/approval of either the Highways Agency or the Highway Authority as appropriate.
- 4.6.18 Upgrading of trunk roads would be funded by the Highways Agency via central government and possibly regional funding. European funding may also be available where the European network is to be upgraded. At the present time it is understood that the only works for the transport network in the Babergh District proposed for the plan period are improvements to the Copdock interchange.
- 4.6.19 Suffolk County Council as The Highway Authority provides funding for works to the remainder of the highway network within the district.
- 4.6.20 The full funding of infrastructure improvements or upgrading arising from the impact of a development will need to be provided by the developer.

Risks/ obstacles

- 4.6.21 The provision of major schemes are almost entirely dependant on public sector funding. They are also subject to approval by central government. Both can cause significant problems for approval and delivery.
- 4.6.22 In terms of works linked to individual developments, timing is critical, and not always within the control of the public sector. Pump priming of offsite works prior to the start of construction could have a significant impact on the cash flows of developers.
- 4.6.23 Windfall and infill development and the cumulative impact of small developments in a locality can all pose a risk factor as they are effectively "unplanned" in relation to current transport strategies. However the Core Strategy and Site Specific Allocations will ensure that all but the very small developments are not considered as part of the broad investment strategy.

4.7 FIRE SERVICES

Existing Infrastructure and capacity

- 4.7.1 The Babergh District has 5 fire stations covering the district, namely at Holbrook; Hadleigh; Nayland; Sudbury; and, Long Melford. These fire stations are crewed by retained (part time) personnel. Adjoining Districts also provide

cover to Babergh areas from fire stations such as Needham Market, Bury St Edmunds, and Ipswich. Ipswich and Bury are crewed by full time 24/7 crews.

4.7.2 The closer a housing development is to fire station locations the faster the response rate can be to an emergency. Another infrastructure requirement relates to mains water supply in sufficient quantity for fire fighting.

4.7.3 Fire fighting access to buildings is addressed under the Building Regulations (A.D. B5). Consultation is also undertaken with the fire service as part of the development control process, where comment is provided on each development regarding water supply and building access as a matter of course.

Capacity of Infrastructure to Accommodate Future Growth

4.7.4 It is unlikely that housing development spread throughout the areas outlined (RSS estimates) 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'. There is no 'critical' threshold, it would all be risk assessed upon application.

4.7.5 The annual Integrated Risk Management Plan (IRMP) produced by the fire service would take into account and assess any required service upgrades from the provision of additional development.

Options for development, timescales for requirements, and cost of requirements

4.7.6 The provision of sufficient water in a relevant location would be required. The Integrated Risk Management Plan is regularly reviewed to assess the development's impact on the service.

4.7.7 Water supply is normally under the control of the network provider, in Babergh this is Anglian Water Services. Additional service requirements would be paid for by the relevant developer (see water infrastructure above).

Responsibility for Implementation

4.7.8 The fire service would have no responsibility for implementation regarding forward planning for water mains, and would be reliant on suitable provision by Anglian Water.

Risks/ obstacles

4.7.9 Risks include low pressure, distance from fire station, distance from mains, timing of works and funding for windfall sites.

4.8 RAIL

- 4.8.1 Network Rail manages and controls the main line rail infrastructure throughout the region including those running through Babergh. The train services are currently run by National Express (under a franchise up to 2011).
- 4.8.2 The future strategy for rail development is set out in the Route Utilisation Strategy (RUS), December 2007, which covers the whole of the Greater Anglia region up to 2021.
- 4.8.3 The RUS concentrates on the main line services (passenger and freight) across the region and around and into London, including the Norwich-London main line. It also takes account of the proposed development of Stansted Airport and Felixstowe, Bathside Bay and London Gateway Ports.
- 4.8.4 It contains a broad range of measures that make effective and efficient use of rail capacity, and develop that capacity in accordance with the requirements of those who fund the railway.
- 4.8.5 The Felixstowe – Nuneaton Strategic Freight Route, passes through part of Babergh and is identified in the Freight RUS as a strategic route to accommodate the future growth in rail transport from the Haven Ports to the West Midlands, North West and Scotland. Work is underway to resolve an existing capacity restraint to the north of Ipswich station.
- 4.8.6 These main line measures could be expected to support continued commuting to Chelmsford and London from the district either via the existing limited service Sudbury branch line (see below) or from Ipswich and Colchester main line stations. They will also contribute to the overall accessibility of Babergh district and the promotion of sustainable travel.

Sudbury – Marks Tey branch line

- 4.8.7 The RUS does not include any specific proposals to update or enhance the branch line to Sudbury (either the line itself or the stations).
- 4.8.8 Branch line trains operate a single 2-car train shuttle service between Sudbury and Marks Tey connecting at Marks Tey with main line trains to London, Colchester and Ipswich. There are intermediate stations at Bures and Chappel & Wakes Colne.
- 4.8.9 Both the Adopted Local Plan and the SCC Rail Strategy include proposals for a bus/rail interchange at Sudbury. However work is currently underway on alternative bus station arrangements for Sudbury which may replace those previous proposals.
- 4.8.10 The Suffolk County Council Strategy also proposes to commission a study into a new station at Great Cornard. To date no work has been undertaken on this, but it could be revisited if future expansion at Great Cornard were to be envisaged.

Funding of requirements

4.8.11 Funding of rail infrastructure is by central government via Network Rail. Trains are funded by the Train Operator through normal business operations and from the market.

4.8.12 Improvements to or new stations may be able to access developer funding if that can be identified and approved during the CS and CIL processes. Small scale local infrastructure schemes such as cycle racks at stations or new improved footpath access from developments to stations could be funded from developers as part of Section 106 agreements.

Responsibility for Implementation

4.8.13 All rail infrastructure schemes would be the responsibility of Network Rail. Developers would be responsible for implementing local enhancements as mentioned above.

Risks/ obstacles

4.8.14 Major rail enhancements (such as new /improved stations) are expensive and require government approval for schemes and funds. Securing sufficient land for those developments can also be a major problem. Local branch line enhancements appear to be of low priority in strategic regional network planning. Although the promotion of rail use is an important element in moving towards more sustainable transport for the longer term, the costs and logistics involved make significant changes unlikely.

4.9 POLICING

Existing Infrastructure and capacity of infrastructure

4.9.1 There are three police operating bases, namely police stations at Capel St Mary, Hadleigh and Sudbury. There is a police custody suite with 6 cells at Sudbury Police Station adjoined to the Magistrates Court offering court detention facilities. The communication network, including base stations provides total coverage of the Babergh area.

4.9.2 Planned extensions to Capel and Hadleigh Police Stations will provide extra accommodation to facilitate increase in staff and Safer Neighbourhood Teams. These also provide meeting rooms, which could be available for meeting use by Partner Agencies or Critical Incidents.

4.9.3 A Section 106 agreement at Chilton will provide a possibility of a new Safer Neighbourhood Team Office on the Chilton Development. Purchase of a mobile police station available for use in Babergh, a shared resource with the western area could expand existing capacity in Babergh. Suitable options for consideration would be shared Safer Neighbourhood Team Offices with Community Safety Partners in order to provide a joined up approach to Neighbourhood Management.

4.9.4 There could be a gap of 3 years between a development occurring and the Home Office recognising that new development has increased the demand on the police. They have been provided with a schedule of all the major housing developments in the district and are seeking regular contacts with District Councils and this is helping in the process. The LDF/CS process, whereby long term need can be demonstrated, should also help in the planning and delivery of funding

Capacity of Infrastructure to Accommodate Future Growth

4.9.4 Development of the sixth form college on the A12 at Copdock will create additional demand however Capel St Mary is well placed to deal with this demand and this will not require any physical change to the infrastructure.

4.9.5 Increases in population and/or housing developments would increase workload beyond the capacity of current resources. Increases in developments and industry requiring greater use of the A12 and other primary routes such as the Haven Gateway will likewise increase demand.

Additional requirements to accommodate development, timescales for requirements, and cost of requirements

4.9.6 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.

4.10 TELECOMMUNICATIONS

4.10.1 Telecommunications covers the whole range of telephone and IT infrastructure, the most common of which is internet provision. Most land line telephone services are still supplied via a BT line although there are a wide range of individual service suppliers.

4.10.2 British Telecommunications (BT) is legally obligated to provide both landline and internet connections to its networks and not charge for infrastructure connection. BT is however able to charge for connections. This approach simplifies the approach to development and removes funding and phasing constraints.

4.10.3 Broadband is becoming a vital part of commercial communications, especially for small businesses which are often run from home but, as with many rural areas, there are still some problems with accessibility in Babergh. These are spread across the most isolated parts of the district but there is currently a particular problem area to the east of Sudbury around the Chilton area.

4.10.4 Mobile phone coverage is mainly good but again there are some remoter areas that are less well served by individual providers.

4.10.5 It is anticipated that these problems will be resolved over time as networks are expanded and cable broadband systems become more widely available. Future development to the east of Sudbury could help bring forward solutions to the problems in that area

5. SOCIAL INFRASTRUCTURE

5.1 EDUCATION

5.1.1 As a large, rural district, education issues for Babergh are inevitably linked in with those of surrounding areas and districts. Education is provided by both the public and private sectors. Suffolk County Council is responsible for the public sector of schools within the district, composed of 39 primary schools, 4 middle schools, and 5 high schools plus a number of special schools and pupil referral units.

5.1.2 The district also has 4 prominent and well-reputed public (fee paying) schools at Brettenham, Elmswell, Woolverstone and Holbrook. There are no higher education colleges in the district. However, the new sixth form college, Suffolk One, is currently under construction at Scrivener Drive in Ipswich (within the Babergh District Council boundary). This will accommodate over 2,000 students and is due to open in September 2010.

Existing Infrastructure and capacity of infrastructure

5.1.3 There are 39 primary schools, 4 middle schools, and 5 high schools plus a number of special schools and pupil referral units within the Babergh District. Full details of school capacities and location are provided in Appendix 3.

5.1.4 The County Council has begun the first of three phases on the reorganisation of schools in Suffolk (SOR), where the middle schools will be gradually phased out, some primary schools will extend their age range from 5 – 9 to 5 – 11, and some secondary schools will also increase their age ranges. The School Organisation Review only covers the western part of Babergh District, around Sudbury/Gt. Cornard. This area is in Phase 3 of the SOR and options for restructuring schools are currently being discussed with consultations that took place during October/November 2009. The main proposal was to discontinue with the three middle schools in the area and to address the remaining primary and high schools need to be altered to accommodate the pupils of middle school age (9-13).

5.1.4 The Primary Capital Programme (PCP) is a major government programme to substantially improve about half of primary schools over the next 14 years. The County Council's Strategy for Change document sets out how Suffolk will deliver this programme over the next 14 years.

5.1.5 Building Schools for the Future (BSF) is a similar programme aimed at secondary schools. The County Council prioritises Ipswich and Felixstowe. It is not clear at this stage when schools in Babergh will enter the programme.

Capacity of Infrastructure to Accommodate Future Growth

5.1.6 Full details of school capacities and location are provided in Appendix 3. In general terms, an additional 5,600 houses is likely to generate 1,372 pupils of primary age (5–11), 980 of secondary age (11–16) and 196 post 16 pupils. The following table summarises the current school capacities in the District:

School Type	Total Capacities	Numbers on Roll
Primary	6,117	5,011
Middle	1,940	1,696
Upper/High	4,419	3,910
TOTAL	12,476	10,617

5.1.7 The County Council bases pupil yield calculations on 1 pupil per year group (5 – 18) for every 30 houses built. A development of 900 houses is the threshold we use to identify the need for a new 210 place primary school. Hence building a larger development simplifies our requirements. As a general indication Suffolk County Council uses annual cost multipliers when calculating education contributions relating to Planning Obligations. For 2009-10 these are:

Per Primary School Place - £10,659
Per Middle School Place - £13,360
Per Secondary School Place – £16,061
Per Sixth Form Place - £17,419

The multipliers are updated annually in April. Index linking is defined in the planning obligation to allow for inflation.

5.1.8 The total cost for building a new 210 place primary school is currently in the region of £3.5m – £4m, but there is pressure for increased costs arising from enhanced environmental building standards (i.e. BREEAM)

5.1.9 Where a new school is required as a result of a new housing development of around 900 dwellings, the County Council would expect a suitable site of 4 acres to be provided at no cost to the County via a planning obligation.

5.1.10 Over the three phases of SOR the proposals will for the middle schools to be phased out by 2013. One aim of the restructuring is to remove surplus places, so we expect most schools in Sudbury/Gt. Cornard will have little spare accommodation to cope with the additional housing allocations (ranging from around 1125 – 2000 new homes). Much will depend on the location of these new houses – most are likely to be greenfield sites.

5.1.11 It is not possible at this stage to estimate the level of required improvements and investment to schools in the western part of the District with several programmes in their early development phase.

- 5.1.12 Schools in the eastern part of the district, including Hadleigh will be unaffected by SOR. The number of house allocations proposed in Hadleigh is much less here than in Sudbury/Gt. Cornard, ranging from 190 to 300. So it is unlikely any new schools will be required (Beaumont Primary school is the newest school in the Hadleigh area, opening in September 2003) although it is forecast to be over capacity by 2013.
- 5.1.13 The Key Service Centres have a very wide range of possible allocations, from around 290 to 1500. One advantage of such potential allocations is that such numbers could help sustain rural schools. However, too much development would put too much pressure on traditionally small primary schools, which would not be able to cope with a large increase in pupil numbers without increasing their accommodation and site boundaries. SCC will be able to provide further feedback on publication of the Site Specific Allocations DPD.
- 5.1.14 Managing school places is more efficient when new housing is located in a smaller number of larger developments, as opposed to a large number of smaller ones which are more dispersed and therefore affect a wider range of schools.
- 5.1.15 Some development in rural settlements where there are primary schools will help sustain these in the longer term.

Funding of requirements

- 5.1.16 The development of additional housing will require the funding of school places and /or provision of suitable sites, depending on the size and location of the development. Currently this would be via a Section 106 Agreement with the developer, but may in the future come out of the CIL, although it is still too early to assess how this will work in practise.

Responsibility for implementation

- 5.1.17 Suffolk County Council will be responsible for the implementation of the vast majority of educational requirements such as additional school places or additional schools. However there may be some requirements for the expansion or creation of private educational establishments. Unless these will be significant enough to be identified in the Core Strategy they will be dealt with through the normal development control process.

Risks / obstacles

- 5.1.18 Timing constraints and shortfalls in funding (both from government and from developers) can severely impact on the delivery of facilities. In addition, in some cases, both rural and urban, additional land may be required to allow a school to expand in order to meet minimum area guidelines and cater for the growth in population. The main risks in this context are that no suitable adjacent land is available and/or this land has been identified for alternative uses, thereby potentially forcing up the land values to an unaffordable level. It will therefore be important that such issues are identified early in the CS

process so that policies can be included to require the provision of school facilities as part of the overall development package, and that sites are allocated in appropriate locations in later documents. Provision should also be made when setting out the Council's requirements under the CIL.

5.1.19 Development opportunities will also arise through the SOR where schools are scheduled for closure. These are usually located within or close to the communities they serve so are ideally placed to provide accommodation for social or community uses. They may also be suitable for conversion to business use where this would provide local employment. Care should be taken that all such avenues are fully explored before the premises are sold off for other uses (e.g. residential)

5.2 HEALTH

5.2.1 Primary Care Trusts (PCTs) covering all parts of England receive budgets directly from the Department of Health for primary health care provision. Since April 2002, PCTs have taken control of local health care while strategic Health Authorities monitor performance and standards. The Babergh District lies within the area covered by the Suffolk Primary Care Trust. As a large, rural district, healthcare issues are inevitably linked in with those of surrounding areas and districts.

Existing Infrastructure and capacity of infrastructure

5.2.2 Major hospital facilities are provided outside the district at nearby large urban locations including Ipswich and Bury St Edmunds. Primary healthcare is provided at a local level through a network of GPs, health clinics and doctors' surgeries. Existing health services in Sudbury and Hadleigh will be important to cater for future growth within the district.

Sudbury/ Gt Cornard

5.2.3 Healthcare provision for the Sudbury area is changing from a traditional model of conventional hospital provision providing hospital beds, using old buildings and facilities (including Walnuttree hospital and St Leonard's hospital) to be replaced by a new healthcare centre. Both of the existing hospitals in Sudbury are to close and hospital beds will be provided elsewhere at Bury St Edmunds. The focus for health provision to serve Sudbury has shifted onto primary healthcare, that is, the first point of delivery for most patients, the local doctor's surgery. The healthcare centre would be integrated with GP practices. At present there are two GP practices in Sudbury and it is anticipated that an additional practice would be accommodated within the proposed centre.

5.2.4 The exact form / location of this primary care for Sudbury have not yet been determined and currently planning and feasibility aspects for several sites in Sudbury are being considered. The Trust is awaiting outline business case approval from the Strategic Health Authority. The options will be confirmed at the full business case stage in mid 2010. Delivery of the health centre is expected in 2012.

Sproughton

5.2.5 At present the Sproughton area is served by facilities in Claydon/ Barham. Ideally the existing capacity would be expanded to accommodate any growth of the population.

Hadleigh

5.2.6 The Hadleigh Health Care Centre is now at full capacity. Additional growth will have to be managed. Additional development such as the approved nursing home schemes will have a significant impact on the centre.

Bildeston, Boxford, Bures St Mary, Capel St Mary, East Bergholt, Holbrook, Lavenham, Long Melford, Nayland and Shotley

5.2.7 The practice at Shotley and Holbrook are one practice. The practice has little capacity for growth at the Holbrook site. If and when the HMS Ganges development occurs, the capacity would need to be considered carefully.

5.2.8 The Boxford surgery has recently been updated. As a branch of the Hadleigh practice the new anticipated nursing homes will also impact on the practice.

5.2.9 The capacity at the Lavenham surgery has just been increased with an extension to the surgery completed. The capacity will be re-examined in 7 years.

5.2.10 The surgery at Long Melford is at full capacity and the capacity will need to be expanded. Options in terms of extending the existing facility will be examined in the next 5 years. Options for expansion are limited and relocation might need to be considered.

5.2.11 Existing capacity at Bildeston, Bures St Mary, East Bergholt and Stoke-by-Nayland are sufficient and the capacity will be re-examined in 5-7 years. No problems are envisaged for minor increases in population at Bildeston and East Bergholt. Capel St Mary is a branch surgery of the East Bergholt practice.

Capacity of Infrastructure to Accommodate Future Growth, timescales for requirements, and cost of requirements

5.2.12 National Government fund health care facilities but the funding is normally 3 years behind requirements. In order to fully fund health care facilities this will have to be done through joint working with developer capital and/ or renting facilities from developers. Abnormal growth in terms of new development would not be planned for and this would impact on health care provision. Normally the PCT would look at seeking contributions for 15 houses or more.

Responsibility for implementation

5.2.13 The PCT would be responsible for implementation of health care facilities and would facilitate this.

5.3 LIBRARIES AND ARCHIVE SERVICES

5.3.1 These services are provided by Suffolk County Council.

Existing Infrastructure and capacity of infrastructure

5.3.2 There are currently 7 static libraries that specifically service the Babergh District but many people will also use other Suffolk libraries including those in Ipswich and Bury St Edmunds.

5.3.3 Current library buildings range from Sudbury, with the largest library in Babergh occupying a prominent listed building on Market Hill, to the small community library in the Village Hall at Capel St Mary. Libraries are present at:

- Capel St Mary- small community library based in the Village Hall
- Glemsford- small community library located in the Village Hall
- Great Cornard - based in the Upper School campus. In new premises beside the Leisure Centre
- Hadleigh- medium sized library
- Lavenham- small community library in the new Village Hall
- Long Melford - small community library in the United Reformed Church Room
- Sudbury- medium sized library in listed building – will have investment 2009/10

5.3.4 Modern library services offer a wide range of services that are underpinned by the core book lending service. They are important community resources offering access to information, computers, learning and opportunities for volunteering and social contact.

5.3.5 Library buildings therefore need to be modern attractive community spaces. In Babergh, the Lavenham Library was relocated to the Village Hall in 2005 and Great Cornard Library was relocated to new premises on the Upper School site in 2009, in order to link with and add value to other community based services. Sudbury Library will be improved during late 2009 and 2010 to better meet current needs.

5.3.6 Library services for smaller and rural communities are provided using mobile libraries that operate on a 2 week rota. They offer the full range of services including on-line computer access, available in static libraries.

Future development issues

5.3.7 Location, population and community changes have direct impacts on the use of library buildings and the services provided out of those buildings. Increased

demands for library provision can be expected if Sudbury, Hadleigh and some of the smaller communities, such as Lavenham increase in size. Previous library standards measured the percentage of households living within ¼ of a mile of a mobile library stop or 1 mile of static library, so any growth or change in population that impacts on these measures is likely to require changes to the service.

- 5.3.8 Archive services, including local history, for the Babergh area are provided through Suffolk Record Office, including an archive access point in Sudbury Library, which is likely to be improved as part of the library project. These facilities will need further investment, to cope with new material and increased interest from the growing population.

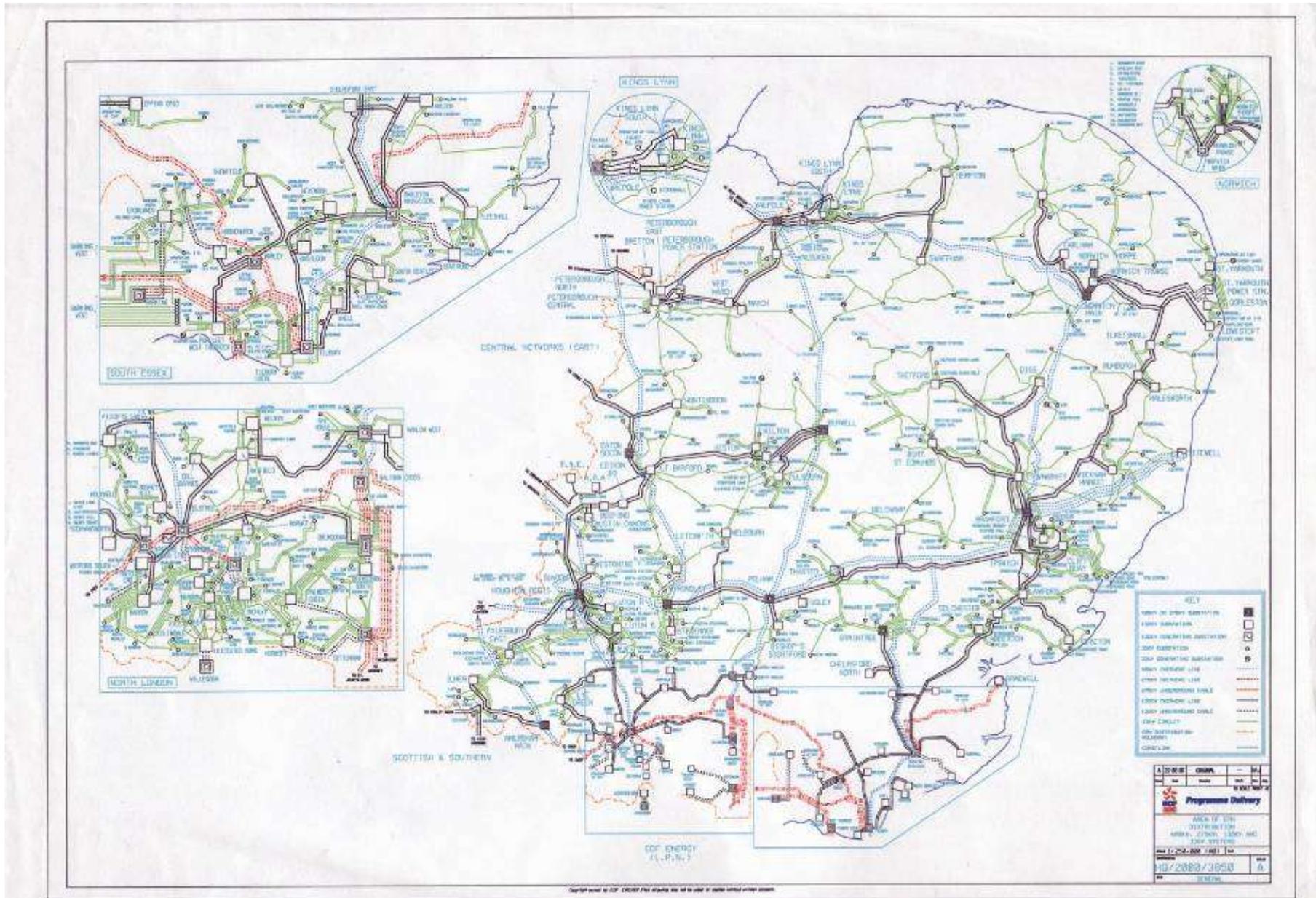
Funding

- 5.3.9 Most funding comes directly from the County Council, but improvements that are required arising from increases in local population from developments would be expected to be assisted through developer contributions.

APPENDIX 1
List of Consultees

Company	Contact Person	Responded	Form of Contact	Date of Contact
EDF Energy	Mr Ian Robertson	Yes	Meeting	15 May 08
Anglian Water Services Limited	Mr Gary Parsons	Yes	Meeting	21 May 08
Highways Agency	Ms Davina Galloway	Yes	Email response	29 April 2008
Suffolk County Council, Highways Authority	Ms Carol Grimsey	Yes	Email response	22, 29 May and 3 June 08
Waste Strategy Officer, Babergh District Council	Mr Peter Garrnett	Yes	Email response	May 2008
Suffolk County Council, Strategic Development Division (Waste and Minerals)	Ms Rachel Collins	Yes	Email response	29 May 2008
National Grid (Transco)	Mr M Sharpe	No	N/a	N/a
Suffolk County Council, Suffolk Fire Brigade	Mr Karl Rolfe	Yes	Email response	22 May 2008
Suffolk County Council, Suffolk Constabulary	Chief Inspector Ransome	Yes	Email response	23 May 2008
Suffolk County Council, Department of Education	Mr Iain Maxwell	Yes	Email response	3 June 2008
Suffolk County Council, Libraries and Archive Services	Mr Mc Master	Yes	Meeting	
Suffolk Primary Care Trust	Mr Martin Royal	Yes	Meeting	31 July 2008
Network Rail	Mr Mike Smith	No	N/a	N/a
British Telecom		No	N/a	N/a
Virgin Media		No	N/a	N/a
British Sky Broadcasting		No	N/a	N/a
Telifonica O2 UK limited		No	N/a	N/a
Vodafone		No	N/a	N/a
T-Mobile (UK) Ltd		No	N/a	N/a
Orange		No	N/a	N/a
Hutchison 3G UK Limited		No	N/a	N/a
BBC		No	N/a	N/a
Channel 5 Broadcasting Ltd		No	N/a	N/a
East Suffolk Health Services		No	N/a	N/a
East of England Strategic Health Authority	Mr Alan Burns	No	N/a	N/a
Environment Agency	Ms Carrie Williams	No	N/a	N/a

APPENDIX 2 - MAP of EDFE Distribution Network



APPENDIX 3

School Capacities within the Babergh District **(NOTE: TO BE UPDATED WITH CAPACITY STATUS OF EACH SCHOOL)**

School	Age	Type	Status	Local Auth	Perm	Temp	Total	Jan 07 F/T	Jan 07 P/T	Jan 07 Tot	May 07
Acton CEVCP School	5-9	F	CEVC	Babergh	150	0	150	117	11	128	123
Bentley CEVCP School	5-11	F	CEVC	Babergh	19	30	49	43	5	48	49
Bildeston Primary School	5-11	F	C	Babergh	140	0	140	122	1	123	122
Boxford CEVCP School	5-9	F	CEVC	Babergh	180	0	180	161	9	170	171
Brantham: Brooklands Primary School	5-11	F	C	Babergh	280	0	280	222	4	226	225
Bures CEVCP School	5-9	F	CEVC	Babergh	140	0	140	134	10	144	144
Capel St Mary CEVCP School	5-11	F	CEVC	Babergh	350	0	350	308	8	316	307
Chelmondiston CEVCP School	5-11	F	CEVC	Babergh	133	0	133	110	7	117	120
Cockfield CEVCP School	5-9	F	CEVC	Babergh	110	0	110	84	1	85	87
Copdock Primary School	5-11	F	C	Babergh	70	0	70	58	5	63	62
East Bergholt CEVCP School	5-11	F	CEVC	Babergh	210	0	210	189	9	198	196
East Bergholt High School	11-16	U/H	C	Babergh	910	0	910	883	0	883	883
Elmsett CEVCP School	5-11	F	CEVC	Babergh	91	0	91	69	0	69	69
Glemsford CP School	5-9	F	C	Babergh	195	0	195	136	0	136	140
Gt Cornard Middle School	9-13	M	C	Babergh	500	0	500	479	0	479	479
Gt Cornard Upper Sch & Tech College	13-18	U/H	C	Babergh	1001	0	1001	810	0	810	810
Gt Cornard: Pot Kiln Primary School	5-9	F	C	Babergh	270	0	270	141	6	147	145
Gt Cornard: Wells Hall CP School	5-9	F	C	Babergh	405	0	405	309	16	325	319
Gt Waldingfield CEVCP School	5-9	F	CEVC	Babergh	108	0	108	57	4	61	64
Hadleigh CP School	5-11	F	C	Babergh	497	0	497	427	19	446	451
Hadleigh High School	11-16	U/H	C	Babergh	823	0	823	764	0	764	764
Hadleigh: Beaumont Community Primary School	5-11	F	C	Babergh	140	0	140	118	3	121	121
Hadleigh: St Mary's CEVAP School	5-11	F	CEVA	Babergh	210	0	210	176	5	181	179
Hartest CEVCP School	5-9	F	CEVC	Babergh	90	0	90	64	6	70	68
Hintlesham & Chattisham CEVCP School	5-11	F	CEVC	Babergh	70	0	70	58	2	60	58
Holbrook High School	11-16	U/H	C	Babergh	589	0	589	472	0	472	472
Kersey CEVCP School	5-11	F	CEVC	Babergh	56	0	56	50	18	68	52
Lavenham CP School	5-9	F	C	Babergh	75	0	75	65	4	69	71
Lawshall: All Saints CEVCP School	5-9	F	CEVC	Babergh	105	0	105	73	5	78	79
Long Melford CEVCP School	5-9	F	CEVC	Babergh	181	0	181	141	9	150	150
Monks Eleigh CEVCP School	5-9	F	CEVC	Babergh	50	0	50	52	0	52	50

School	Age	Type	Status	Local Auth	Perm	Temp	Total	Jan 07 F/T	Jan 07 P/T	Jan 07 Tot	May 07
Nayland Primary School	5-9	F	C	Babergh	140	0	140	112	11	123	123
Shotley CP School	5-11	F	C	Babergh	196	0	196	148	4	152	151
Sproughton CEVCP School	5-11	F	CEVC	Babergh	105	0	105	96	5	101	103
Stoke-by-Nayland CEVCP School	5-9	F	CEVC	Babergh	90	0	90	72	2	74	76
Stoke-by-Nayland Middle School	9-13	M	C	Babergh	480	0	480	427	0	427	427
Stratford St Mary Primary School	5-11	F	C	Babergh	105	0	105	72	1	73	71
Stutton CEVCP School	5-11	F	CEVC	Babergh	84	0	84	80	2	82	83
Sudbury Upper School	13-18	U/H	C	Babergh	1037	0	1037	1036	0	1036	1036
Sudbury: All Saints CEVC Middle School	9-13	M	CEVC	Babergh	360	0	360	248	0	248	248
Sudbury: St Gregory CEVCP School	5-9	F	CEVC	Babergh	225	0	225	218	11	229	234
Sudbury: St Joseph's RC Primary School	5-9	F	RCVA	Babergh	105	30	135	107	0	107	114
Sudbury: Tudor CEVCP School	5-9	F	CEVC	Babergh	180	0	180	158	13	171	162
Sudbury: Uplands Community Middle School	9-13	M	C	Babergh	600	0	600	559	0	559	559
Sudbury: Woodhall CP School	5-9	F	C	Babergh	250	0	250	165	8	173	175
Tattingstone CEVCP School	5-11	F	CEVC	Babergh	84	0	84	68	6	74	70
Whatfield CEVCP School	5-11	F	CEVC	Babergh	56	0	56	25	2	27	25