

**Babergh and Mid Suffolk District Council Joint Local Plan
Statement of Common Ground**

Between

Babergh and Mid Suffolk District Councils (B&MSDC)

and

Highways England (HE)

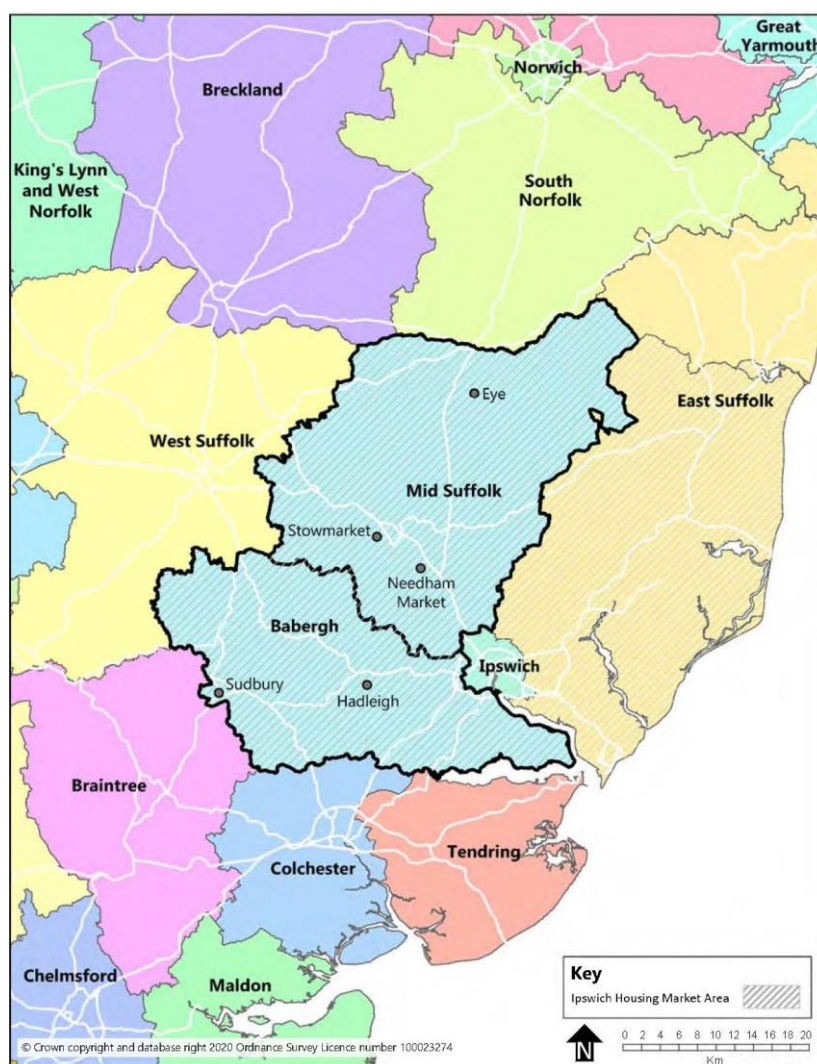
and

Suffolk County Council (SCC)

(Interim) October 2020

1. Areas covered by the Statement of Common Ground

The Statement of Common Ground relates to the area covered by the local planning authorities of Babergh District Council and Mid Suffolk District Council.



2. Signatories to this Statement of Common Ground

The signatories to this Statement of Common Ground are:

- Babergh District Council,
- Mid Suffolk District Council,
- Highways England and
- Suffolk County Council.

3. Purpose and Scope of Statement of Common Ground

Local planning authorities have a statutory duty to co-operate with specified bodies in relation to strategic planning matters. This is particularly the case with Suffolk County Council, as SCC is a prescribed body subject to the duty to co-operate as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 and are required to be involved in the plan-making process.

Responses were made by Suffolk County Council and Highways England to the consultation on the Babergh and Mid Suffolk Joint Local Plan Preferred Options document (July 2019), the comments have been taken account of for the next stage of the emerging Joint Local Plan, and Babergh and Mid Suffolk District Councils have sought to address the concerns raised as detailed in this Statement of Common Ground.

The scope of this Statement of Common Ground at this time is for agreement to the approach taken within the Infrastructure Delivery Plan, as means to deliver the infrastructure required to enable sustainable growth emerging from the Joint Local Plan.

4. Strategic transport matters being addressed

- A) Policy requirements (Table 1)
 - Safe, Sustainable and Active Transport (LP30)
 - Travel Plans
 - Public Rights of Way
 - Site Specific Transport Comments
- B) Transport infrastructure provision reflected in the Infrastructure Delivery Plan
 - Strategic Road Network issues identified and anticipated mitigation measures (Table 2)
 - Infrastructure Proposals for transport mitigation projects identified through the Infrastructure Delivery Plan (September 2020) (Appendix 1)
- C) Wider matters for consideration
 - Funding Mechanisms for the Ipswich Strategic Planning Area (ISPA) Transport Mitigation Strategy
 - Funding and delivery of the Strategic Road Network, junctions of the A12 and A14
 - The potential of an A14 'Demand Management Road' project
 - Funding of projects and delivery

A) Policy Requirements

SCC have made recommendations regarding policy wording and general text of the Joint Local Plan (Regulation 18 Consultation). Recommendations for additional information and changes where are made for the Infrastructure Delivery Plan. The table below shows the concerns raised and how these have been addressed.

Table 1. SCC Recommendations and areas of common ground and potential amendments to the emerging Joint Local Plan.

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
SP08 – Strategic Infrastructure Provision	<p>The County Council indicated their support for the policy in terms of addressing the provision of infrastructure at a strategic level. The County Council also advised on changes to the policy wording to the first paragraph.</p> <p>The County Council also proposed amending the wording of the policy to include all types of education (please see proposed amendments in next column).</p>	<p>The first paragraph has been removed, and further changes have been made to the policy wording to include digital technology, water supply and treatment, strategic transportation corridors, and green infrastructure.</p> <p>A secondary schools expansion programme. <i>Provision all types of education, including early years, primary and secondary education and Special Educational Needs to mitigate direct and cumulative impacts of growth.</i></p>	<p>B&MSDC agrees with SCC and amendments have been made to the policy wording to include digital technology, water supply and treatment, strategic transportation corridors, ISPA Transport Mitigation Strategy and green infrastructure.</p> <p>The policy has also been amended to refer to “<i>A district wide education expansion programme to match projected population growth.</i>”</p>	N/A
LP11 – Employment Development	<p>The County Council made recommendations to amend the policy wording, to ensure that the policy is in line with paragraph 109 of the NPPF, which informs PP should only be refused on highway grounds if the impact is severe.</p>	<p>It was recommended that part 1 c is removed from this policy. The County Council also commended that employment development should take all opportunities to maximise sustainable transport and incentivise employees to travel to work by the most sustainable modes.</p>	<p>B&MSDC agrees with SCC and have amended the policy. Part 1c of the policy had been changed to: “<i>Have good highway access and not adversely impact on highway capacity.</i>”</p> <p>Mention is also added regarding sustainable transport: “<i>Promote the use of sustainable and active modes of transport through footpath and cycle route</i>”</p>	N/A

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
			<i>improvements as part of development, or to be sited where it can be easily accessed by public transport"</i>	
LP24 – Design and Residential Amenity	While the principle is supported an amendment is suggested for part g to better reflect the maximisation of active transport. The policy should also be explicit that this includes walkability both within the development and connecting well to the existing built environment.	Focussing on Prioritising movement by foot, bicycle and public transport, including linkages which are safe, convenient and attractive to create/ contribute to a 'walkable neighbourhood' both within the development and when connecting to surrounding areas. The inclusion of cycle storage in part J of the policy is welcome however it is recommended this is amended to "secure cycle storage".	Suggested amendments have been included in the policy.	N/A
LP30 – Safe, Sustainable and Active Transport	The inclusion of Public Rights of Way in the Policy is welcome by the County Council. The County Council also advise that the explanatory text of Policy LP30 refers to the Rights of Way Improvement Plan: Green Access Strategy (once completed), as this document sets out the background of the network in Suffolk, what was achieved through the previous Rights of Way Improvement Plan, and how management and improvement of the network will be delivered, which includes through development.	The policy would read as: "1. Development proposals that are expected to, or likely to cause a significant increase in transport movements: - a. Will be required to provide a travel plan in accordance with the County / National Guidance; - b. Should also be supported by a transport statement or transport assessment. As indicative thresholds a transport statement will be required for residential developments between 50 and 80 dwellings and a transport assessment should accompany	B&MSDC agrees with SCC that amendments to the explanatory text and to the policy wording proposed are sensible and provide clarity and strength to the policy. The additional text for points 4 provides a link to the ISPA Transport Mitigations Strategy, which evidences the cumulative impacts of growth on the highway and the mitigation measures needed to address this. B&MSDC is also working collaboratively towards a funding	N/A

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
	<p>The County Council advised on changes to the policy wording, with two additional statements proposed for the policy, in relation to the cumulative impacts of growth and also to cover school transport contributions (points 4 and 5 in next column).</p>	<p>residential developments of over 80 dwellings, however other circumstances will also be considered. Non-residential development will be considered on a case by case basis.</p> <p>2. All developments are to maximise the uptake in sustainable and active transport; a transport hierarchy must be considered. This will prioritise the following modes of transport in order – walking, cycling, public transport and car sharing.</p> <p>3. Proposals for all development shall where relevant incorporate:</p> <ul style="list-style-type: none"> - a. Pedestrian routes suitable for disabled persons and those with impaired mobility; - b. Cyclists facilities, including routes, secure and covered cycle parking, showers and changing facilities; - c. Public transport, such as new or revised services, and physical measures such as bus stops, improving bus and railway stations, and access to bus and railway stations to reduce dependency on private vehicles; - d. Incentives to use sustainable modes of transport; - e. Linkages to existing pedestrian and cycle networks; - f. Enhancement to the Public 	<p>strategy with East Suffolk, Ipswich BC and SCC.</p> <p>The additional text proposed for points 5 provides clarity as home to school transport contributions are already being secured through the planning process, where relevant to the development. This is done in accordance with the Department for Education (DfE) publication 'Securing developer contributions for education' (April 2019), which should be read in conjunction with the Planning Practice Guidance (PPG) advice on planning obligations (revised March 2019). Paragraph 19 of the DfE guidance states, "We advise local authorities with education responsibilities to work jointly with relevant local planning authorities as plans are prepared and planning applications determined, to ensure that all education needs are properly addressed, including both temporary and permanent education needs where relevant, such as school transport costs and temporary school provision before a permanent new school opens within a development site".</p>	

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
		<p>Right of Way network and protection of the existing network; - g. Facilities to allow for multi-modal interchanges; - h. Access to car park facilities in accordance with the relevant parking guidance; - i. Electric vehicle charging in line with current parking guidance; - j. Servicing and emergency vehicles; and - k. Sustainable modes of transport for freight.</p> <p>4. Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth.</p> <p>5. Where necessary development will be expected to provide home to school transport contributions.”</p>	It is therefore appropriate for the policy to require development contributions to provide for home to school transport where necessary.	
Travel Plans	The County Council advised that a number of the sites will likely require travel plans in order to maximise the uptake in sustainable transport. It was recommended that site allocation policies identify if a travel plan is required. However, SCC had not been able to provide comments over which residential sites will require travel plans as part of the site policy within the timeframe of the consultation, however would like to continue this work in order to provide		B&MSDC agrees with SCC that the requirement for travel plans should be clarified in the Joint Local Plan. At the present time, the mechanism for travel plans is set out in <i>LP30 – Safe, Sustainable and Active Transport</i> which states that “ <i>Development proposals that are expected to, or likely to cause a significant increase in transport movements:</i>	N/A

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
	this information at a later date. Reference to the County Council travel plan guidance was welcome.		<p><i>a) Will be required to provide a travel plan in accordance with the County / National Guidance;</i></p> <p>To provide additional clarity, a way forward was discussed and agreed with SCC, where the policy should be changed to:</p> <p><i>Policy LP32 - Safe, Sustainable and Active Transport 1)</i></p> <p><i>Development proposals that are expected to, or likely to cause a significant increase in transport movements:</i></p> <p><i>a. Will be required to provide a travel plan in accordance with the County / National Guidance to mitigate the highway impact of development and help maximise sustainable transport. The current threshold of the Suffolk Travel Plan Guidance to require travel plan measures for 50 or more dwellings and a full travel Plan for 80 or more dwellings residential development.</i></p>	
Public Rights of Way	The County Council has advised that Site allocations should also include protection, enhancement or incorporation of a PRow that either go through the site or are in vicinity of the site. Where this has already been done is welcome, however there are some policies where	Specific amendments for site specific policies were listed in Appendix 7 of the SCC response.	B&MSDC agrees with SCC on both matters and the site-specific policies have been amended together with the mention of the Public Rights of Way in the Designated Open Spaces section.	N/A

Topic	Representation to Joint Local Plan Preferred Options Document (July 2019)	Specific Amendment(s) Requested	Areas of Agreement	Areas of Disagreement (including reasons if applicable)
	<p>PRoW have not been mentioned, but it would be relevant.</p> <p>The County Council also recommended that Rights of Way were mentioned in paragraph 16.1 (1st paragraph in general text of Designated Open Spaces), to highlight that the Rights of Way network is often important in accessing natural green spaces and the countryside.</p>			
Site Specific Transport Comments	The County Council has made site specific recommendations relating to transport mitigation to be referred within the Land Allocation policies as within the Infrastructure Delivery Plan.	Specific amendments for site specific policies were listed Appendix 8 of the SCC response.	B&MSDC agrees with SCC and the site-specific policies have been amended together as within the Infrastructure Delivery Plan.	N/A

B) Transport infrastructure provision reflected in the Infrastructure Delivery Plan

The draft tables of mitigation measures provided below (Table 2 and 3) are currently in working progress through collaborative work between B&MSDC, SCC and Highways England. They relate to issues identified in relation to the planned growth and results from the Suffolk County Transport Model Run 9 (June 2020), and the anticipated mitigation measures to address the issues.

It is agreed that the junctions and links listed in the Table 2 below are under increased pressure in relation to the planned growth of Babergh and Mid Suffolk and neighbouring authorities from the Ipswich Strategic Planning Area and West Suffolk. Therefore, further mitigation may be required at the Plan Review stage of the Babergh and Mid Suffolk Joint Local Plan, and through continued collaboration with neighbouring authorities to align with the respective local plan reviews of each authorities.

Table 2. Strategic Road Network issues identified and anticipated mitigation measures (as of 20/10/2020)

Junction/ Link / Area / Pedestrian & Cycle Link	Location	Main Stress Points (AM/PM and 2026/2036)	Anticipated mitigation to unlock highway pinch points and estimated costs	Priority (Critical/ Essential/ Desirable)	B&MSDC IDP Project Unique Reference
Junction	A14 Junction 58 Seven Hills	<p>A12 north approach close to capacity in 2026 AM and at capacity in 2036 AM.</p> <p>A1156 Felixstowe Road approach close to or at capacity in 2036.</p> <p>A14 West Bound On-Slip is over capacity in 2036 PM, approaching capacity in 2036 AM.</p> <p>Demand adjustment decreases capacity issues on West-Bound On-Slip in 2036 AM, and significantly reduces A1156 capacity issues in 2036 PM.</p>	Mitigation expected largely from development in East Suffolk (Brightwell Lakes development). Contributions may be required from future developments in Babergh/Mid Suffolk.	Essential	IDP082
Junction	A14 Junction 57 Nacton	<p>East Bound Offslip is over capacity in all time periods.</p> <p>West Bound Offslip is over capacity in 2026 PM and all time periods in 2036</p> <p>A1189 Nacton Road approach is over capacity in the AM in all scenarios</p>	<p>Main issue is with link capacity in the PM peak. Mitigation necessary to reduce local demand on the A14, across the Orwell bridge.</p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further</p>	<p>Ipswich area mode shift: Critical</p> <p>Junction improvement: Essential/Desirable</p>	IDP083

		Demand adjustments mean A12 West Bound Offslip is operating within capacity in 2026 PM and 2036 AM due to decreases delays on the A14 mainline	developed and implemented by SCC and the ISPA authorities (Ipswich Borough Council, East Suffolk and Babergh & Mid Suffolk District Councils. Please refer to IDP095 project below.		
Junction	A14 Junction 56 Wherstead	<p>East Bound Onslip is over capacity in AM in all scenarios.</p> <p>West Bound Offslip is over capacity in 2036 AM.</p> <p>A137 South approach over capacity in all AM scenarios as well as PM 2036.</p> <p>A137 North approach over capacity in PM 2036.</p>	<p>Contributions required from development within the area. Highway improvements currently proposed as part of two employment development schemes: DC/19/02798 and DC/19/05093, both granted 28/09/2020. Additional contributions may be required subject to further investigation.</p> <p>The works proposed under DC/19/02798 and DC/19/05093, consist of upgrades to Junction 56 through replacing both teardrop-shaped roundabouts with new, standard, larger roundabouts, provision of new and widened cycleways and footways, a new toucan crossing on the A137 and bus stops. The highway works would be carried out under a Section 278 (S278) agreement of The Highways Act 1980, which is granted outside of the planning process by the SCC Highway Authority or Highways England, enabling developers to carry out works on the highway to the satisfaction of the Highway Authority to ensure they are adoptable.</p>	<p>Ipswich area mode shift: Critical</p> <p>Junction improvement: Essential</p>	IDP084

			Further to the above measures, the ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC and the ISPA authorities. Please refer to IDP095 project below.		
Junction and Link	A14 Junction 55 Copdock and mainline section between A14 J55 and A14 Junction 56 Wherstead	<p>Eastbound main carriageway is over capacity in 2036 AM, almost at capacity in 2026 AM.</p> <p>Demand adjustment in 2026 leads to main carriageway operating within capacity in the AM.</p>	<p>Mitigation at J55 to be dealt with through national intervention. Currently identified as a pipeline scheme in Roads Investment Strategy 2 (RIS2), 2020-2025, for investigation and further development. Position to be reviewed at B&MSDC JLP Plan Review stage.</p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC and the ISPA authorities. Please refer to IDP095 project below.</p>	Essential	IDP085
Junction	A14 Junction 54 Sproughton	East Bound main line is over capacity in all scenarios after on-slip merge.	<p>Further investigation required by SCC and Highways England regarding the need for and (if required) form of mitigation scheme, which could comprise wider measures to discourage junction hopping.</p> <p>The ISPA Transport Mitigation Strategy proposes a package of mitigation measures which is being further developed and implemented by SCC</p>	<p>Ipswich area mode shift: Critical</p> <p>Essential/Desirable</p>	IDP086

			and the ISPA authorities. Please refer to IDP095 project below.		
Link	A14 Junction 52 Claydon	<p>Eastbound mainline over capacity in all time periods after merge.</p> <p>Eastbound Off Slip over capacity in 2036 AM and PM.</p> <p>Westbound Off Slip over capacity in 2036 AM.</p>	<p>Potential improvements at the junction of the B1113/1113 (Bramford Road) - all movements junction which could remove U-turning traffic at the J52 roundabout. Further investigation necessary to ascertain the cumulative impact of growth along the A14 corridor, which now includes the Snoasis development and Port One business park. Further understanding of East-West movements in and around Ipswich may be beneficial for Plan review stage, as Ipswich Northern Route project currently not being pursued.</p>	Essential	IDP087
Junction	A14 Junction 44 Bury St Edmunds South East	East Bound Offslip	<p>Mitigation for slip road improvements to be considered as part of the planning application process. Part of Bury Vision 2031 mitigation funding.</p>	Essential	IDP088

Junction	A14 Junction 43 Bury St Edmunds North East	<p>East Bound Off Slip over capacity in AM.</p> <p>West Bound Off Slip approaching capacity in 2036 PM.</p> <p>Compiegne Way approach over capacity in PM. Close to capacity in AM 2036.</p>	<p>This is primarily a Local Road Network (LRN) issue on Compiegne Way which has a knock-on effect on the Strategic Road Network (SRN). The slip road is relatively short, which reduces resilience on the SRN.</p> <p>Mitigation schemes are part of Bury St Edmunds Vision 2031 to unlock this local highway pinch point, through an improvement to the Compiegne Way/Northgate Street/Tayfen Road roundabout and the construction of the Eastern Relief Road (Policy BV13) linking both the existing and proposed development at Moreton Hall with the A14 Junction 45. Whilst the Western Relief Road connecting Westley Road with Newmarket Road would also improve flow between Junctions 43 and 42.</p>	Essential	IDP089
Link	A12 Junction 32 Capel St Mary North Bound	North Bound mainline operates within capacity, but approaching capacity by AM 2036.	Mitigation through proposed Joint Local Plan site allocation LA055 and other sites within the area.	Critical for LA055	IDP090

Table 3. Local Road Network issues identified and anticipated mitigation measures, including current pedestrian and cycle link schemes and railway station schemes (as of 20/10/2020)

Junction/ Link / Area / Pedestrian & Cycle Link	Location	Main Stress Points (AM/PM and 2026/2036)	Anticipated mitigation to unlock highway pinch points and estimated costs	Priority (Critical/ Essential/ Desirable)	B&MSDC IDP Project Unique Reference
Junction and Link	A1071 / B1113 – Swan Hill	<p>A1071 and B1113 approaches are over capacity in all time periods. A1071 West approach over capacity by 2036, with A1071 East also approaching capacity in 2036 PM.</p> <p>A1071 / Hadleigh Road operates within capacity with Wolsey Grange mitigation.</p> <p>B1113 Burstall Lane / Lower Street (Sproughton) - Lower Street approach over capacity in 2036 PM.</p>	<p>Mitigation for junction improvements to be considered as part of the planning application process. Signalisation and amendment to layout may be considered. Further investigation required to understand the impact of the delay.</p>	Critical	IDP091
	A1071 / Hadleigh Road		<p>Mitigation measures identified under current applications (Wolsey Grange proposals) in this area: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction improvements A1071, - Improved pedestrian links between Sproughton and Bramford.</p>		
	B1113 Burstall Lane / Lower Street Sproughton		<p>DC/19/00567 Approved at committee of 07/10/2020, 105 dwellings, applicant funding a new spine road to divert traffic away from the B1113/Lower Road staggered junction, alleviating congestion and reducing conflict with pedestrians and cyclists.</p>		

Junction and Link	A1071 / A134 Assington Road Near Newton	A1071 over-capacity in all time periods. A134 approaches over capacity by 2026 PM, and all scenarios in 2036.	Mitigation potentially introducing signalised junction and speed limit. Issue of cumulative growth impacting the area (from Sudbury, Hadleigh, Boxford, Newton, Assington, Leavenheath, Nayland, Colchester).	Essential	IDP092
Junction and Link	B1067 Bramford Road / Sproughton Road	Bramford Road West and Sproughton Road approach are at capacity in 2036 AM. Operates close to capacity in the PM. Demand adjustments ensure junction is operating within capacity in 2036 AM but is still congested.	Whilst the Europa Way link may take some pressure off this junction, it is unlikely to make a significant difference. Reducing demand via modal shift is best option, as part of the proposals below. Ped/Cycle bridge at Sugar Beet/Elton Park could be considered.	Essential	IDP093
Junction and Link	A1214 / Scrivener Drive Roundabout	No capacity issues at junction improvements with Wolsey Grange improvements included. Capacity issues present at pedestrian crossing for southbound exit.	Need to monitor the outcomes of the Wolsey Grange phase 1 improvements.	Critical	IDP094
Area	Ipswich Town Centre / ISPA Transport Mitigation Strategy	Ipswich town centre (Crown Street, Star Lane) and Ipswich Northern Ring Road (A1214)	ISPA Transport Mitigation Strategy - Package of mitigation measures to deliver modal shift and mitigate impacts on the wider Ipswich highways network. Funding mechanisms currently being developed.	Critical	IDP095
Pedestrian and cycle link	Elmswell – Woolpit (Phase 1: Elmswell to Woolpit)	n/a	Pedestrian and Cycle Link being developed as part of committed growth, identified as Essential infrastructure within the B&MSDC IDP and related Joint Local Plan policies to maximise the opportunities of sustainable travel.	Essential	IDP096

			<p>Estimated project cost £740,000. Identified land contributions and financial contributions from current planning applications and planning permissions.</p> <p>£220,000 from planning permission DC/18/04247 (LA095).</p> <p>Subject to planning permission being granted: Land and build contribution from DC/18/02146 (LA065); £34,000 from DC/19/02656; £55,250 from DC/20/01677.</p>		
Pedestrian and cycle link	Capel St Mary – Copdock – Wolsey Grange, Ipswich (Phase 1: Copdock to Wolsey Grange; Phase 2 Capel St Mary to Copdock)	n/a	<p>Pedestrian and Cycle Link being developed as part of committed growth, identified as Essential infrastructure within the B&MSDC IDP and related Joint Local Plan policies to maximise the opportunities of sustainable travel.</p> <p>Estimated project cost: Circa £1.3m (from Park & Ride to Capel St Mary)</p>	Essential	IDP097
Rail Station Improvements	Needham Market	n/a	<p>Needham Market Railway Station improvements (Feasibility Study being carried out Autumn 2020. Two CIL bids submitted October 2019. Two stages: 1- estimated cost of £400,000; 2- estimated cost of 780,000).</p>	Essential	IDP098
Rail Station Improvements	Stowmarket	n/a	<p>Stowmarket Railway Station – Step-free access to include bridge built to contain lifts either side. Delivery by 2024.</p>	Essential	IDP099

Rail Station Improvements	Thurston	n/a	Thurston Railway Station – passenger level crossing improvements (CIL bid for £100,000 agreed September 2020 for feasibility study. Feasibility Study being carried out	Essential	IDP100
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C) Wider matters for consideration

Any proposals for significant investment in the Strategic Road Network (A12 and A14) will be investigated and developed through future Government Road Investment Strategy (RIS). The longer-term vision for the A14 will be identified through the ongoing development of Highways England's Route Strategies that will inform future investment priorities.

It is recognised that the Ipswich Strategic Planning Area (ISPA) Transport Mitigation Strategy and funding mechanisms that are currently being developed will require further collaborative work between B&MSDC, Highways England, Suffolk County Council and neighbouring ISPA authorities. It is also recognised that ongoing collaborative work with West Suffolk, initiated as part of the Model Run 9 (June 2020), will ascertain and develop the necessary mitigation in areas of cross boundary matters.

Emerging Joint Local Plan and Infrastructure Delivery Plan includes a commitment for the district councils to continue to work with Highways England, Suffolk County Council, other partners of the ISPA and West Suffolk, to advance delivery of the necessary mitigation.

Any required mitigation of the Strategic Road Network, junctions of the A12 and A14 needs further progression by the parties in relation to development and delivery. The potential for further study of the A14, led by Highways England, would identify potential benefits in improving the operation of the A14 which will help in facilitating the delivery of planned growth.

It is agreed that the transport evidence supporting the Joint Local Plan indicates that there are no significant showstoppers to the delivery of the projected growth although this will be subject to more detailed investigations as part of individual allocated sites coming forward through the plan period. However it is agreed that if any significant changes to sites were to be proposed for allocation, albeit from any of the authorities involved (Babergh, East Suffolk, Mid Suffolk, Ipswich or West Suffolk), the Joint Local Plan supporting evidence would need to be updated to consider both the individual and cumulative impact from strategic sites (and other Joint Local Plan growth) to establish if any further mitigation/infrastructure is required to enable delivery.

In terms of cycling provision, Babergh and Mid Suffolk District Councils agreed in July 2020 to take forward a 'Sustainable Travel Action Plan' which will aim to increase sustainable travel over coming years, and encourage a modal shift towards sustainable transport including cycling, walking and public transport throughout the districts.

The funding mechanisms referred to in the Infrastructure Delivery Plan (Appendix 1 below) use cost multipliers which are provided by the infrastructure providers, such as SCC in terms of education, libraries and waste, and the health providers for health provision. Most cost multipliers are reviewed annually to take account of inflation and other legislative or government practice or local Guidance/ advice. Therefore, it is important to acknowledge that the cost estimations based on cost multiplier may change over time and because when projects are finally designed and costed out, unforeseen cost may present themselves.

Infrastructure projects particularly those which are outside of the Districts geographical boundaries but where growth within our Districts contribute to the need for this infrastructure require effective collaboration between all the parties concerned. This may involve infrastructure providers and local Parishes but will also involve working with other local authorities. In order to deliver these projects both Districts would be seeking to resolve how the infrastructure can be jointly funded and delivered to timescales which are agreed. The information on these cross-boundary infrastructure projects provide estimates based on the use of current cost multipliers for our own Districts only. These figures cannot be relied on for total project costs or as guarantees that these monies will be forthcoming at these levels as CIL expenditure (over £10,000) are decisions made by each Districts Cabinet subject to thorough assessment against the criteria in the CIL Expenditure Framework. The Infrastructure Delivery Plan sets out infrastructure priorities for each District and has been worked on collaboratively with infrastructure providers to establish the type, nature, estimated cost (using cost multipliers) of infrastructure projects. It will be important, with each infrastructure project, (particularly cross boundary projects) to fully scope and establish the opportunities for other funding sources and mechanisms to address any funding gaps. This will involve effective collaborative work between all the relevant organisations/parties to ensure that the infrastructure is delivered effectively and in a timely manner.

It is also important to note that to access CIL funds for infrastructure projects within Babergh and Mid Suffolk the infrastructure must be contained within the Councils Infrastructure Funding Statements (Infrastructure List) which replaces both Councils CIL Position Statements; the latter of which becomes obsolete on the 31st December 2020. CIL bids will continue to fall to be determined under the Councils Expenditure Framework. This requires the submission of Bids in a prescribed format which would then be validated screened (for availability of other funding) before being prioritised (against agreed criteria). The CIL bids will be included in a CIL Expenditure Programme (undertaken at least twice a year) and determined by the relevant Council Cabinet (where spend is over £10,000). The agreed prioritisation criteria are set out in the CIL Expenditure Framework (April 2020). Affordability of the infrastructure, and whether there is a need (i.e. critical, essential, or desirable as contained within the Infrastructure Delivery Plan and where appropriate included within other strategies of the Councils) are key components of the CIL expenditure scheme.

5. Matters on which parties agree

Duty to Cooperate

B&MSDC has engaged with Highways England and Suffolk County Council through the evolution of the Joint Local Plan, through the Regulation 18 consultation and currently for the Regulation 19 consultation. More information and details of this engagement can be found in the Duty to Cooperate statement.

The parties agree that B&MSDC has discharged its duty to cooperate for Joint Local Plan.

Transport Evidence Supporting the Joint Local Plan

Highways England, Suffolk County Council and B&MSDC consider that the evaluation of transport impact work undertaken by WSP using the Suffolk County Transport Model (SCTM) has identified nothing at this stage to prevent progress of the Joint Local Plan. This evidence has informed the bringing forward of sites for development in both districts.

From discussions with SCC and their consultants WSP, Highways England and B&MSDC have been assured that the Suffolk SCTM is a validated model which can be used confidently to provide robust data to satisfy the test of soundness of the emerging Joint Local Plan.

The parties agree to continue to work positively on planning for development and associated infrastructure for Babergh and Mid Suffolk, ensuring that any impacts on the strategic road network are understood and where relevant mitigated.

The tables above (Table 2 and 3), extracted from the Infrastructure Delivery Plan July 2020, summarises the stress points and mitigations measures that require more investigation and collaboration with Highways England, Suffolk County Council, and neighbouring authorities as to ensuring funding and delivery of the measures. Appendix 1 provides further details and is also an extract for the IDP July 2020.

Outcomes

The Infrastructure Delivery Plan is agreed in principle to address the representations made by Highways England and Suffolk County Council during the collaborative work ongoing for the next iteration of the Joint Local Plan, subject to below further matters to be worked on collaboratively.





Outstanding matters:

- **Funding mechanisms and scheme details for the mitigation required for the Strategic Road Network.**
- **Funding strategy to support the delivery of a future 'Sustainable Travel Action Plan'.**

6. Process for reviewing the Statement of Common Ground

The Statement of Common Ground will be reviewed prior to submission of the Joint Local Plan for Examination, unless exceptional urgent matters emerge requiring faster review and will be updated where amendments are necessary.

7. Signatories

<p>Signed on behalf of Babergh District Council</p>  <p>Name: Tom Barker Position: Assistant Director, Sustainable Communities</p>	<p>Date: 10/11/2020</p>
<p>Signed on behalf of Mid Suffolk District Council</p>  <p>Name: Tom Barker Position: Assistant Director, Sustainable Communities</p>	<p>Date: 10/11/2020</p>
<p>Signed on behalf of Suffolk County Council</p>  <p>Name: Graeme Mateer Position: Head of Transport Strategy</p>	<p>Date: 26/10/2020</p>
<p>Signed on behalf of Highways England</p>  <p>Name: Eric Cooper Position: Spatial Planning Manager</p>	<p>Date: 06/11/2020</p>

APPENDIX 1 – Infrastructure Delivery Plan (September 2020)

(Infrastructure Proposals for transport mitigation projects.)

TRANSPORT – STRATEGIC HIGHWAYS IMPROVEMENTS

IDP Project Unique Reference	Anticipated mitigation / Infrastructure Project	Settlement / Area (Stress Point)	Priority (Critical, Essential, Desirable)	Lead Provider	Estimated project cost where known/ unknown	Potential Funding Sources	Identified Funding	Estimated Developer Contribution	Type of Developer Contribution	Potential Funding Gap	Potential Funding Sources to Fill Gap	Timescale (Short, Medium, Long Term)
IDP082	Junction improvements	A14 Junction 58 Seven Hills	Essential	Highways England / Suffolk County Council	£5m	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown Contributions may be required from future development in Babergh/Mid Suffolk.	s278 / s106	Unknown	Unknown	Unknown
IDP083	Junction improvements	A14 Junction 57 Nacton	Essential / Desirable	Highways England / Suffolk County Council	£5-10m	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown	s278/s106	Unknown	Unknown	Unknown
IDP084	Junction improvements	A14 Junction 56 Wherstead	Essential	Third Party Developer	n/a (third party developer led)	Developer contributions from development within the area. Approved scheme of DC/19/0279 8 and DC/19/0509 3 includes	n/a (scheme funded by developer through s278)	Unknown Contributions may be required from future development in Babergh/Mid Suffolk.	s278	TBC	Unknown	Unknown

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						proposed junction improvements.						
IDP085	Junction improvements	A14 Junction 55 Copdock Interchange	Critical	Highways England	TBC	Mitigation to be dealt with through national intervention. <u>Currently identified for consideration in the Roads Investment Strategy 3 (RIS3), 2025-2030.</u>	TBC	N/A	N/A	Unknown	RIS and other governmental funding	Position to be reviewed at B&MSDC JLP Plan Review stage.
IDP086	Further investigation required by SCC and Highways England regarding mitigation scheme. Potential mitigation schemes to discourage junction hopping to also be investigated.	A14 Junction 54 Sproughton	Essential /Desirable	Highways England / Suffolk County Council	Unknown	Further investigation required by SCC and Highways England regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

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IDP087	Potential improvements at the junction of the B1113/1113 (Bramford Road) - all movements junction.	A14 Junction 52 Claydon	Essential	Suffolk County Council	£250k - £400k	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
IDP088	Mitigation for slip road improvements to be considered as part of the planning application process. Part of Bury Vision 2031 mitigation funding.	A14 Junction 44 Bury St Edmunds South East	Essential	Highways England / Suffolk County Council	Unknown	Developer contributions from development within West Suffolk, and Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP089	This is primarily a Local Road Network (LRN) issue on Compiègne Way which has a knock-on effect on the Strategic Road Network (SRN). The slip road is relatively short,	Junction 43 Bury St Edmunds North East	Essential	Third Party Developer / Suffolk County Council	Unknown	Developer contributions from development within West Suffolk, and Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown

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	which reduces resilience on the SRN. Mitigation schemes are part of Bury St Edmunds Vision 2031 to unlock this local highway pinch point.											
IDP090	Mitigation through proposed Joint Local Plan site allocation LA055 and other sites within the area.	A12 Junction 32 A Capel St Mary	Critical	Suffolk County Council / Highways England	£5-10m	Developer contributions from committed growth and from JLP growth	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP091	Mitigation measures identified under current applications (Wolsey Grange proposals) in this area: - Footways improvements in Sproughton - Zebra crossing in Sproughton - Junction	A1071 / B1113 AND A1071 / Hadleigh Road AND B1113 Burstall Lane / Lower Street (Sproughton)	Critical	Suffolk County Council	£500,000 per junction £1.2-£1.5m corridor	Developer contributions from committed growth and from JLP growth	Unknown	£1.2-£1.5m	s278 / s106	Unknown	Unknown	Unknown

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	improvements A1071, - Improved pedestrian links between Sproughton and Bramford.											
IDP092	Mitigation potentially introducing signalised junction and speed limit. Issue of cumulative growth impacting the area.	A1071 / A134 Assington Road (Near Newton)	Essential	Suffolk County Council	£300,000	Developer contributions from committed growth and from JLP growth. Issue of cumulative growth impacting the area (from Sudbury, Hadleigh, Boxford, Newton, Assington, Leavenheath, Nayland, Colchester).	Unknown	Unknown	s278 / s106	Unknown	Unknown	Unknown
IDP093	Reducing demand via modal shift. Pedestrian/Cycle bridge at Sugar Beet/Elton	B1067 Bramford Road / Sproughton Road	Essential	Suffolk County Council	£1.5m	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown

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	Park could be considered.											
IDP094	Need to monitor the outcomes of the Wolsey Grange phase 1 improvements.	A1214 / Scrivener Drive Roundabout	Critical	Suffolk County Council	Unknown	Further investigation required by SCC regarding mitigation scheme.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
IDP095	ISPA Transport Mitigation Strategy - Package of mitigation measures to deliver modal shift and mitigate impacts on the wider Ipswich highways network.	Ipswich town centre (Crown Street, Star Lane) and Ipswich Northern Ring Road (A1214)	Critical	Suffolk County Council	TBC - £3,621,800 (Babergh) and £3,363,100 (Mid Suffolk) (Further investigation required by SCC regarding mitigation scheme)	Developer contributions from development within East Suffolk, Ipswich, Babergh and Mid Suffolk	Unknown	Unknown	s278 / s106 / CIL / other forms of funding	Unknown	Unknown	Unknown
IDP096	Pedestrian and cycle link	Elmswell - Woolpit	Essential	Suffolk County Council	£740,000	Developer contributions from committed growth and from JLP growth.	Identified land contributions and financial contributions from	£220,000 from planning permission DC/18/04247 (LA095).	s278 / s106	Unknown	Local Travel Plans, DfT, SCC	Medium

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						<u>Subject to planning permission being granted:</u> Land and build contribution from DC/18/02146 (LA065); £34,000 from DC/19/02656; £55,250 from DC/20/01677.	current planning applications and planning permissions.					
IDP097	Pedestrian and cycle link	Capel St Mary – Copdock – Wolsey Grange, Ipswich (Phase 1: Copdock to Wolsey Grange; Phase 2 Capel St Mary to Copdock)	Essential	Suffolk County Council	Circa £1.3m (from Park & Ride to Capel St Mary) Further investigation and detail costings required by SCC.	Developer contributions from committed growth and from JLP growth.	Unknown	Unknown	s278 / s106	Unknown	Local Travel Plans, DfT, SCC	Medium

Strategic Rail Station Improvements

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IDP098	Needham Market Railway Station improvements (Feasibility Study being carried out Autumn 2020. Two CIL bids submitted October 2019. Two stages: 1- estimated cost of £400,000; 2- estimated cost of 780,000).	Needham Market	Essential	Network Rail and Greater Anglian	Unknown	'Department for Transport' (DfT) 'Access for All' (AfA) fund; MSDC/SCC; developer contributions from committed growth and from JLP growth.	Unknown (£380,000 from DfT 'AfA')	Unknown (Current CIL bids total for £390,000)	CIL	TBC	M&SDC/ SCC	Short-medium term
IDP099	Stowmarket Railway Station – Step-free access to include bridge built to contain lifts either side. Delivery by 2024.	Stowmarket	Essential	Network Rail and Greater Anglian	TBC	Department for Transport 'Access for All' fund	TBC	n/a	n/a	n/a	n/a	Short-medium term
IDP100	Thurston Railway Station – passenger level crossing improvements (CIL bid for £100,000 agreed September 2020 for feasibility study. Feasibility Study being carried out	Thurston	Critical	Network Rail	TBC (Further investigation required by Network Rail and SCC regarding mitigation scheme)	Developer contributions from committed growth and from JLP growth.	Unknown	TBC	CIL	TBC	Network Rail/ SCC	Short-medium term

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	September 2020 to March 2021.)											