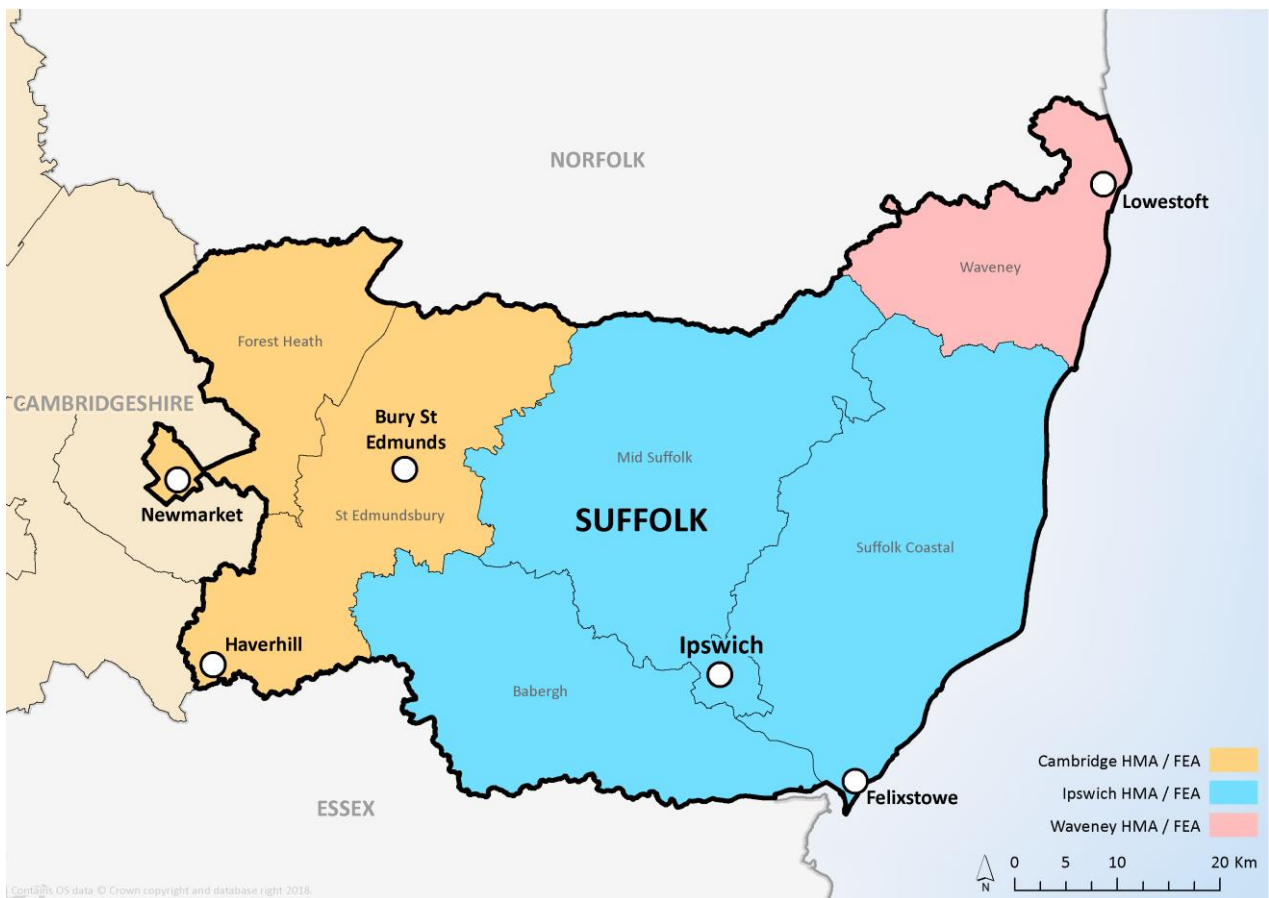


Suffolk's Framework for Growth



Foreword

Suffolk's local authorities are working together to address our residents and businesses' future needs and deliver our growth plans in an inclusive and integrated way. Responding to the Government's ambitions to increase the nation's overall prosperity and recognising past growth has not always benefitted all communities equally, our Framework sets out how we will utilise Suffolk's potential to ensure we plan and achieve the growth that is right for us and our communities.

A Framework provides a mechanism to bring together work across teams; including local planning, economic development, skills, and housing; alongside our partners at the University of Suffolk, Suffolk Chamber of Commerce and New Anglia LEP. It sets out how we are working across our administrative boundaries and with our key partners to deliver our physical development (homes, employment sites, public and private buildings) in a way that matches our communities' aspirations for growth and ensures we can match this with the investment in our infrastructure both now and in the future.

The Framework includes links where you can find further, more detailed information. It builds on our conversations with Government, our partners and our communities, which started with our proposals for devolution and have been built on through our responses to both the Industrial Strategy and the Housing White Paper. It will provide the mechanism for monitoring our successes and realigning work that is not achieving the outcomes we anticipate.

This Framework has been agreed by all Suffolk Local Authority Leaders and the joint Suffolk Growth Portfolio Holders (GP/H). The projects and programmes referenced in the Framework will continue to be taken forward by the Suffolk Growth Programme Board (SGPB) and the context within which our growth agenda is delivered will continually be reviewed. It is only with our partners and through an iterative approach, one that responds to changing opportunities and challenges, that we will be able to deliver our ambitions.



Our Framework

Over the past two years we have worked to develop our approach to planning for the future, identifying the type, location and scale of required infrastructure investment and aligning this investment with our plan making. Our approach is rooted in our places, with the aim of securing coherent, targeted investment that delivers sustained economic growth. We are implementing the Government's approach to Statements of Common Ground (SoCG) and working across our housing markets to deliver the homes Suffolk needs. We are keen to take forward discussions that will enable us to improve our prosperity and grow and expand our skills base in line with our emerging Local Industrial Strategy that is being developed in partnership with New Anglia LEP.

This Framework is the document where we bring together the work that is being taken forward by across Suffolk into a single, cohesive programme. The Framework:

- Presents our starting point and ambitions to allow us to engage with communities, partners and Government with a clear and consistent message
- Sets out a single, concise summary of the work being taken forward to plan, coordinate and deliver growth across Suffolk
- Enables connections between programmes of work across the public sector, thereby minimising duplication and ensuring greater benefit is delivered through our investments

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Our people and places

Suffolk's largest towns by population (2017)	
Town name	Population
Ipswich	133,400
Lowestoft	71,000
Bury St Edmunds	42,000
Haverhill	27,000
Felixstowe	23,700
Sudbury & Gt.Connard	22,200
Newmarket	20,400
Stowmarket	19,300
Kesgrave	19,000
Beccles & Worlingham	14,000

Suffolk has a total population of just under 757,000, Ipswich is the largest Council area by population and Forest Heath is the smallest. In Suffolk the top 10

**10% increase in population
forecast by 2036
up to 820,000**

centres of population account for 54% of the County's residents yet only two of these centres have populations of over 50,000 (Ipswich & Lowestoft), meaning we face additional challenges of ensuring our market towns and large villages can function as centres of service delivery, e.g. medical care, social services, leisure and

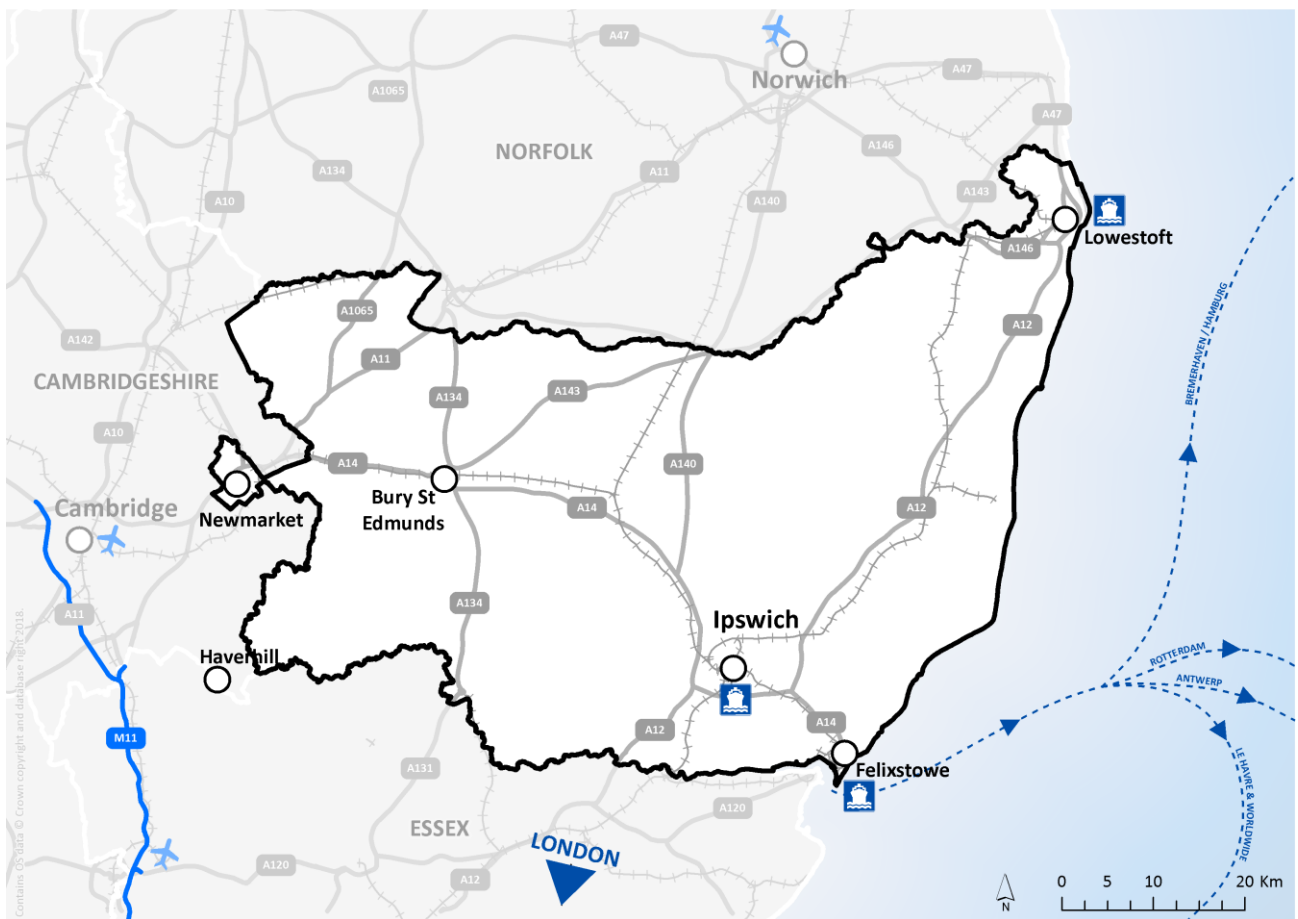
education/training; providing for a disparate and spread out population. Additionally we need transportation networks and digital communication facilities that connect these centres and provide for **all residents** to **easily and efficiently** access services and opportunities for employment.

Like the rest of England Suffolk has an ageing population, but we have a higher proportion of residents that are over 65 and this proportion is forecast to increase over the next 20 years. Currently 1 in 5 residents in Suffolk is over 65 and this is forecast to increase to 1 in 3.

**1 in 5 residents currently
65+
increasing to
1 in 3 by 2036**

Our neighbours and our connections

Suffolk is bordered by Norfolk to the North, Essex to the South and Cambridgeshire to the West. We have international connections through our ports, with the Port of Felixstowe receiving 42% of all containerised goods that come in to the UK.



In terms of planning for and delivering growth we must work with our neighbours to improve our existing transport connectivity and ensure infrastructure is in place to support the homes and jobs that are needed in Suffolk. Our neighbours have plans for significant growth over the next two decades and we want to work with them in strengthening the role of Ipswich as an anchor in the Ipswich – Norwich – Cambridge triangle and improving our connectivity to London – allowing Suffolk to benefit from our proximity to these areas and further boost our economy and key locations for investment.

Our jobs - Suffolk's employment and economy

Suffolk has a diverse economy with high levels of employment. The local economy is growing quickly in comparison with much of the UK but it is also changing rapidly. Energy, ICT, agri-tech and ports & logistics are significant world leading sectors for the Suffolk economy and with national and international contributions, they have potential to scale up, improve productivity and growth, help fulfil the potential of local people and places and contribute to UK plc.

Historically, however, wages and productivity have remained lower here than the UK average. We must move from a low wage economy to one of new and expanding businesses that consolidate our strengths and gives us a prospering economy, so that local people and places thrive.

Our skills system - including the University of Suffolk and our FE providers - needs to be proactive in responding to need to sufficiently supply the greater proportion of higher level technical roles that will be required to support this shift. As well as collaborating on the recent Skills Deals Programme (providing the finance needed to stimulate innovation in the local skills offer that leads to economic growth) key partners are working together to enhance the skills offer through the proposal for an Eastern Institute of Technology (IoT).

Suffolk is well placed to become a national leader for technical skills training in energy and the related engineering and manufacturing sectors. Establishing an Eastern IoT to provide an enhanced higher technical training offer is strongly aligned to changing economic need and will raise aspiration and attainment levels in the county and improve access to higher level training for all thereby supporting local economic priorities

Employment in Suffolk

There are a total of 29,300 businesses in Suffolk, ranging from large firms such as the Port of Felixstowe and British Sugar to a large number of small (10-49 employees) and micro (9 or less employees) firms.

	16-64 employment	number of businesses	FT median earnings (resident)
Waveney	50,500	3,755	£ 23,870
Suffolk Coastal	57,800	5,565	£ 31,133
Ipswich	68,000	4,065	£ 26,506
Babergh	37,800	4,095	£ 31,086
Mid Suffolk	47,800	4,855	£ 25,988
Forest Heath	32,700	2,490	£ 26,438
St Edmundsbury	55,700	4,565	£ 28,716

Workplace earnings (average weekly)

Suffolk female £425

England female £496

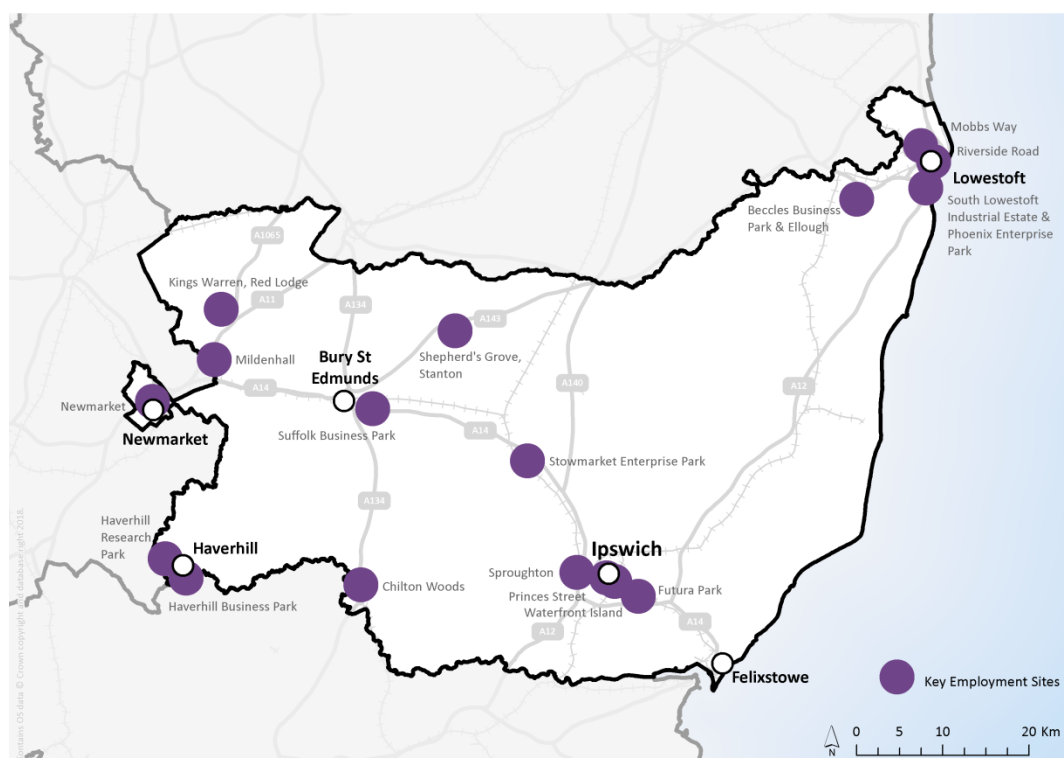
Suffolk male £540

England male £599

A total of 350,300 residents between the ages of 16-64 are in employment earning an average salary of £27,700. Examining workplace earnings, the rate that those

working in Suffolk businesses earn, these are significantly lower than the rest of the UK and it is only by increasing these wage levels that we will start to see equitable growth across our communities.

The largest areas for employment development are shown on the map below with details given in the accompanying table. A number of our key sites benefit from Enterprise Zone status, including six branded as *Space to Innovate* – a Norfolk / Suffolk initiative to support our key sectors of agri-tech, food and health; energy; the green economy; and digital and creative industries.



Location	Amount of land	Location	Amount of land
Chilton Woods	15 ha	Futura Park Ipswich – space to innovate (part site in EZ)	17.5ha, up to 600k sq. Ft (B1/B2/B8)
Haverhill Business Park	7 plots @ 500k sq.ft	Stowmarket Enterprise Park, (including Gateway 14, space to innovate, FEZ) Stowmarket East (phase 2)	39.5 ha employment land / 1 m+ sq. Ft in phase one
Haverhill Research Park	6 plots, totalling 400,000 sq.ft (B1 / R&D)	Suffolk Business Park – space to innovate (part)	27.5 ha (B1/B8), 5.6 ha in Enterprise Zone
Lowestoft sites	17 ha	Development sites in West Suffolk	
- Ellough	4.7ha	- Newmarket	
- Mobbs Way	4.5ha	- Stanton	
- Riverside Road	20ha	- Mildenhall	
- South Lowestoft Industrial Estate			
Beccles Business Park site	20,000 sq.ft over 15 units	Princes Street Ipswich – space to innovate	B1 office c.5,000 sq m
Phoenix Enterprise Park	EZ Lowestoft, 9 acres /3.6 ha	Sproughton EZ site - space to innovate	14ha
Kings Warren (Red Lodge):	8 ha employment land (B1/B2)	Waterfront Island, Ipswich – space to innovate	2 ha

Forecast new jobs

Based on economic forecasts a total of 57,610 new jobs will be developed in Suffolk by 2036.

District / Borough	Forecast new jobs
Waveney	5,000
Suffolk Coastal	7,220
Ipswich	17,310
Babergh	3,300
Mid Suffolk	5,860
Forest Heath	7,240
St Edmundsbury	11,680

Our productivity

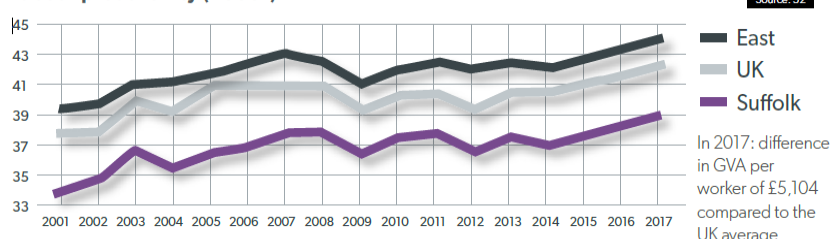
Suffolk has high employment, growing businesses and space to expand. But we have a lower than average level of gross value added (GVA)¹, than both England and the Eastern region. Only but increasing our skills base and delivering more higher value jobs will we be able to realise the

potential of our natural and built assets.

Local economic priorities

Each of the District / Borough councils produces a Local Economic or Growth Investment strategy which sets out their key economic strengths and challenges. These are summarised below:

Labour productivity (£000s)



East Suffolk Councils		West Suffolk Councils		
(Suffolk Coastal & Waveney)		Ipswich	Babergh	Mid Suffolk
Economic priorities				
Economic priorities	Promotion of Internationally significant assets including Sizewell / Energy Coast & world leading renewables sector / BT research HQ and ICT cluster at Adastral Park / Port of Felixstowe, receiving over 40% of all container traffic into the UK	Largest centre of employment in Suffolk and one of England's fastest growing urban centres. Focus on ensuring digital connectivity and ease of transport / access to all areas of the town.	Focus on regeneration of Stowmarket & Sudbury as centres for investment	Investment priorities are to:
	Area of high employment with a focus on increasing number of new firms and expansion of existing businesses	Focus on growing new businesses and expanding existing firms.	Key market towns strategy to promote investment	Ensure connections, both digital and transport, are in place to drive forward growth that benefits West Suffolk and UKplc.
	Promotion and support of agriculture and growing food & drink sector	Promotion of University of Suffolk and subsequent economic benefits	Develop and expand the visitor economy	Attract business and innovation to increase salary levels and mix of jobs to grow the economy
	Continued development of the manufacturing and engineering sector	Development of Ipswich's nighttime economy and cultural / heritage offer	Develop a Technology Hub	Invest in local places by building on their unique qualities
		Improvements to the town centre / public realm	Develop employment opportunities at Eye Airfield	Promote education and training to create opportunities for all

¹ GVA measures the value of goods and services produced in an area

Our Local Plans

Administrative Geography

Suffolk is a three-tier local authority structure, with each level of administration having different roles and responsibilities in terms of planning for and delivering growth. There is a single county council for Suffolk, seven District / Borough Councils (mergers are taking place in East and West Suffolk in April 2019, reducing this figure to four) and 480 parishes (note Ipswich is not divided into parishes).

Local plans

Each district and borough across Suffolk produces a local plan which sets out their response to population change, employment needs, socio-economic patterns and infrastructure requirements; and sets out the scale and location of allocated development. Local plans are reviewed on a regular basis and as such they provide the best guide to how an area is likely to be developed in the future.

Current status of Local Plans in Suffolk ²		
Authority	Type of Document & Timescale	Progress
Waveney District Council	Local Plan 2014 – 2036	Currently in development, anticipate adoption in 2019
Suffolk Coastal District Council	Local Plan 2016 – 2036	Currently in development and working with IBC & BMSDC to align plans. Anticipate adoption in late 2019
Ipswich Borough Council	Local Plan to 2031 (ext. to 2036)	Adopted plan to 2031 & under review to extend to 2036 and align with SCDC & BMSDC's new plans. Anticipate adoption in late 2019
Babergh District Council / Mid Suffolk District Council	Joint Local Plan 2014 – 2036	Currently in development and working with SCDC / IBC to ensure alignment. Anticipate adoption in late 2019.
SCDC / IBC / BMSDCs	Statement of Common Ground 2018 - 2036	In line with Government policy 4 areas have agreed a draft SoCG setting out shared priorities that will be reflected in individual Local Plans
Forest Heath District Council	Local Plan to 2031	Single Issue Review (SIR) and Site Allocations Local Plan (SALP) adoption expected early 2019
St Edmundsbury Borough Council	Local Plans to 2031	Will develop a new West Suffolk Local Plan as Forest Heath and St Edmundsbury become a single council in 2019.
Suffolk County Council	Minerals & Waste Plan	Anticipate Examination in 2019 and then adoption

Taken together **these plans set the spatial pattern of development** for Suffolk over the coming decades. They identify where development will be prioritised through sustainable growth, in both our rural and urban areas, and crucially set out how we will protect and enhance our environmental and landscape assets.

Recognising the challenges in delivering the Government's housing figures and securing significant investment in infrastructure the four Authorities that make up the Ipswich Housing Market Area (HMA) have been working across administrative boundaries to develop a shared evidence base and aligned policies that will be taken forward in all four Local Plans. This work has now been captured in a draft Statement of Common Ground (SoCG) which is to be approved by the Ipswich Strategic Planning Area (ISPA) Board chaired by Suffolk County Council.

² The Broads Authority is a statutory planning authority covering a small part of Suffolk and considers applications for development within its boundaries - <http://www.broads-authority.gov.uk/planning/planning-policies/development>

New homes – how many & where

All local authorities in England are required to respond to the Government's challenge of delivering more homes. In Suffolk we want to make sure we deliver not just the number of homes that are needed, but homes of the right type, quality and price that our current and future residents want. Increasingly we need to consider longer term changes to the way we live and work and the impact these changes will have on the way we develop our communities. In Suffolk we want to "future proof" our settlements, villages and towns by anticipating technological change, such as electric vehicles; and incorporating future health and social care requirements into our communities, whilst ensuring our homes are affordable for current and future residents.

In 2017 Suffolk had a total of 338,720 properties. Some 85% of these dwellings are privately owned with the remainder split between housing association and local authority ownership. The median house price in the county is £236,000³ (2017) however, there is significant variation in median house price, with a high of £278k being reached in Suffolk Coastal and a low of £185k in Ipswich and Waveney.

House price to income ratios vary similarly across the county and the impact of Cambridgeshire in the West of Suffolk is clearly shown in the figures in the following table.

District / Borough	Median House Price to Median Income Ratio (2016)
Babergh	8.76
Forest Heath	7.78
Ipswich	6.16
Mid Suffolk	8.32
St Edmundsbury	9.00
Suffolk Coastal	8.01
Waveney	6.86
England	7.65

As with other areas of the UK, Suffolk has suffered from significant under-delivery of new homes over the past decades. Across the seven district / borough council areas recent delivery has ranged from a low of 40% against annual identified need to a high of 80%⁴.

Suffolk is seeking to deliver a minimum of 66,000 homes over the next 20 years - this minimum level represents a 20% increase on the current

housing stock.

Local plan figures for Suffolk – number of new homes needed

Working within the Government's revised National Planning Policy Framework (NPPF) and the new national approach to determining the number of homes needed in each location across England (Objectively Assessed Need figures, OAN)⁵, Suffolk's district and borough councils will allocate land to deliver 66,015 new homes.

New homes by Housing

Market Area

Ipswich – 38,980

Waveney – 9,235

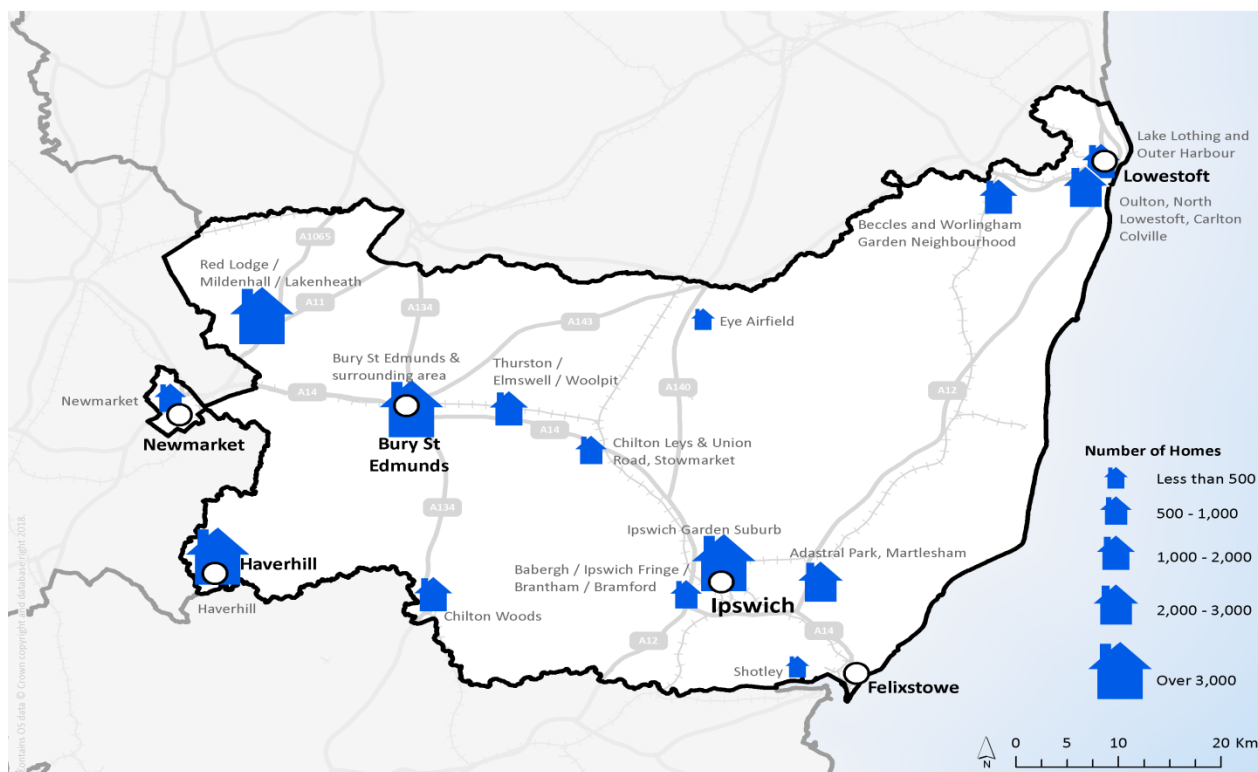
West Suffolk – 17,800

³ Unweighted average

⁴ Based on AECOM work undertaken as part of the strategic planning & infrastructure framework evidence report

⁵ Para 60 of the NPPF 2018 states 'To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.'

In line with our Local Plans our existing centres of population will be the focus for the delivery of homes with the largest sites shown on the map below⁶. Together these sites should accommodate just under 27,000 new homes, some 41% of the total. The remaining 39,000 homes will be accommodated on smaller sites located throughout the County and through the managed development of our existing market towns and settlements reflecting both community priorities and ensuring the protection of our built and natural environment and quality of life.



Location	Total new homes / Annual average ⁷	Location	Total new homes / Annual average
Bury St Edmunds & surrounding area	5,200 / 371	Oulton, North Lowestoft, Carlton Colville	3,000 / 136
Haverhill NW/ NE	3,970 / 284	Beccles and Worlingham Garden Neighbourhood	1,250 / 57
Red Lodge / Mildenhall / Lakenheath	3,260 / 233	Chilton Woods	1,150 / 52
Newmarket	730 / 52	Chilton Leys & Union Road Stowmarket	615 / 28
Ipswich Garden Suburb	3,500 / 159	Babergh Ipswich Fringe/ Branham/Bramford	970 / 44
Brightwell Lakes - Martlesham*	2,000 / 91	Shotley	460 / 21
Lake Lothing and Outer Harbour Lowestoft	1,500 / 68	Thurston / Elmswell / Woolpit	1,025 / 47
Eye Airfield	280 / 12		

⁶ It must be remembered that local plans cannot provide a guarantee when development will take place, as they rely on the market making an economic judgement on the timing of builds, both homes and employment sites.

⁷ Note: West Suffolk averages calculated over 14 years (2017 – 2031), other sites calculated over 22 years (2014-2036) to reflect different local plan dates

Our infrastructure needs and priorities

We recognise that to deliver truly integrated and inclusive growth that allows our communities to thrive we must invest in infrastructure that both *enables* and *supports* development. This means working with Government and partners to invest in our transport routes; utilities and digital communications; i.e. *enabling* infrastructure. At the same time and working across administrative and partners' boundaries we must plan and deliver *supporting* infrastructure; i.e. schools, health and social care facilities; leisure and amenity provision; in a more joined up and timely way.

We have a higher than national use of the private car as the main means of transport in Suffolk and a lower use of public transport (bus and train).⁸ Suffolk residents, particularly young people, are more reliant on private car transport, and therefore we need to ensure we have a comprehensive and efficient road network that provides access to educational, training and employment opportunities for all. Similarly we need further investment in our rail routes to increase the frequency and reliability of these services if we are to see a real shift towards public transport, leading to wider environmental improvements as well as transport efficiency.

We have reviewed our infrastructure needs for the future and as a minimum will need to deliver:

Enabling infrastructure		
Type of infrastructure	Summary of need	Current estimate of costs ⁹
Rail projects	Improvements across franchise area / Felixstowe branch / Haughley Junction	3+ projects / c.£80m (excl. franchise investments of £1.6bn)
Roads projects	Strategic route improvements (e.g. A14) / local road enhancements (e.g. Eye Roundabout)	17 projects identified / £651m
Sustainable transport	Cycle network improvements / pedestrian improvements	1 project identified / £2.75m
Water (potable & waste)	Improvements to waste water treatment works and upgrades to water sources	10 projects identified and general network improvements / £11m +
Electricity / Gas	New and upgraded sub-stations & reinforcement works	6 projects / min £17m
Digital communications	Full broadband coverage of Suffolk	£52m
Waste	Waste transfer stations and household waste centres	8 projects / £40m+
Flood & coastal management	Flood defence schemes and coastal defences	18 projects / 95.3m+
Supporting infrastructure		
Primary schools	New / expanded primary schools to provide for population growth / new homes	Up to 24 new / up to 21 expanded / £132.7m indicative costs
Secondary schools	3 new schools	Minimum of £45m
Acute healthcare	New hospital campus	Up to £500m

⁸ Car use for Suffolk & Norfolk = 74.7% of all trips / England average = 73.1% / Bus use: 4.1% to England average of 4.9% / Train use: 1.8% to England average of 4.6%

⁹ It must be noted that **costs are continually subject to review** as projects are developed and timescales agreed. These figures are only included to provide a broad indication of scale and should not be taken as finalised project costs.

Our infrastructure priorities

Our priorities for investment as determined by the Growth Portfolio Holders for the contribution they make to our objectives of delivering the homes and jobs that are needed across Suffolk and to support our national and international assets including the Port of Felixstowe and our energy coast.

- The Port of Felixstowe is recognised as a major gateway with over 40% of all container traffic entering the UK coming through the Port. A coherent invest to grow strategy for the Ipswich area and East West transport axis (both along the A14 and East West passenger / freight rail routes) will enable Felixstowe and our other ports to support the expansion and improvement of our local economy and prosperity; and also the contribution we make to the wider regional and national economy.
- To maximise Suffolk's strengths in energy generation and renewable energy technologies requires significant investment in infrastructure, not least transport connectivity to the North and East of Ipswich, the development of Sizewell C and investment in Lowestoft, as Suffolk's second town. This investment has started, through the commitment to the Third Crossing at Lake Lothing but more needs to be done if we are to remain at the forefront of the energy sector.

Haughley Junction – Rail	Ipswich Northern Route	A14
<p>Urgent need to upgrade junction from a single to a double track.</p> <p>Investment will consolidate recent expansion of Felixstowe freight services and improve rail freight from Felixstowe to Nuneaton. Junction improvements also link with proposals for improvements at Ely. These improvements will enable up to 48 rail freight movements per day each way from the Port of Felixstowe (a 40% increase on current usage), thereby enabling more freight to travel from our Gateway port to the rest of the UK.</p> <p>The project will enable an enhanced and more reliable passenger service both from Ipswich to Cambridge and on the GEML.</p>	<p>Following initial feasibility work there is an identified need to improve transport connectivity to the north of Ipswich, alleviating east-west traffic congestion in the town centre, providing resilience for the A14 Orwell Bridge and supporting the development of the Energy Coast.</p> <p>We need to further investigate routes and layouts to determine which option will deliver the greatest economic impact to Ipswich town centre and the surrounding areas of Mid Suffolk, Suffolk Coastal and Babergh, whilst also delivering a cost effective investment.</p> <p>In order to develop the route and secure national investment and a local contribution the surrounding authorities will need to agree the delivery of additional homes across the Ipswich HMA.</p>	<p>Immediate need to improve the A14 to boost capacity and improve junctions along route. Links into the Huntingdon to Cambridge improvements already in progress and will extend the Oxford to Cambridge arc.</p> <p>Early estimates indicate investment will deliver up to 7,000 of Suffolk's forecast jobs and support the development of up to 1/3 of our required homes. Improvements also drive up economic and business growth through international trade as we move towards Brexit since over 4 million TEUs, 40+% of all container traffic into the UK, arrives through the Port of Felixstowe annually and 70% of this traffic travels across Suffolk on the A14 headed to the Midlands Engine and the Northern Powerhouse.</p>
<p>Total cost: c.£15 – 20m</p> <p>Local contribution: Will be seeking a local contribution of up to £1.8m</p> <p>Timescale: to be delivered between 2019 – 2024 (CP6 – Rail)</p>	<p>Total cost: c.£155 - £300m</p> <p>Local contribution: to be determined</p> <p>Timescale: to be determined</p>	<p>Total cost: Junctions at £103m + additional improvements up to £200m (est.)</p> <p>Local contribution: to be determined</p> <p>Timescale: to be committed by 2025 with full delivery of A14 Expressway by 2030.</p>

Our Framework – the projects, programmes and interfaces

Going forward our Framework for Growth will bring together the range of work that is being undertaken across Suffolk. This includes:

- (i) District & Borough Planning teams will work together to ensure full Local Plan coverage of Suffolk by end of 2019¹⁰. Local Plans for each area can be accessed below:
 - a. <https://www.ipswich.gov.uk/services/ipswich-local-plan>
 - b. <https://www.midsuffolk.gov.uk/planning/planning-policy/new-joint-local-plan/>
 - c. <http://www.eastsuffolk.gov.uk/planning/local-plans/>
 - d. https://www.westsuffolk.gov.uk/planning/planning_policies/local_plans/
- (ii) Future Local Plan reviews will work towards ensuring a common end date for all Suffolk Local Plans and Statements of Common Ground (SoCG) – our aim is to have a full suite of Local Plans up to 2041 by 2024.
- (iii) The work programme and governance arrangements for the Ipswich Strategic Planning Area (ISPA) will be reported to the SGPB and Joint G P/H on a regular basis in order to ensure alignment with the wider joint growth programme - <http://www.eastsuffolk.gov.uk/assets/Planning/Suffolk-Coastal-Local-Plan/First-Draft-Local-Plan/Working-Draft-ISPA-Statement-of-Common-Ground-.pdf>. The development of the Ipswich Northern Route (INR) as a key infrastructure priority, sits within the remit of the ISPA, with a joint project team established to take this work forward and report to the SGPB.
- (iv) The SGPB is currently developing a longer term workforce strategy for our planning, growth and development teams to ensure we have the capacity and skill sets across Suffolk needed to work in partnership with communities and industry deliver our place shaping developments.
- (v) We are working across all Suffolk Authorities to develop our approach to ensuring high quality, cost effective design is embedded into every new development (residential, industrial, commercial, public, and infrastructure) going forward. An extensive programme of engagement across communities, the development sector and the public sector is currently underway and we anticipate new guidance being adopted in 2019. This programme of work, known as *Suffolk Design*, is aimed at ensuring we develop communities that not only reflect our unique character but are designed to function effectively, both now and in the future, for all residents. Further information on Suffolk Design can be accessed here: www.suffolkdesign.uk
- (vi) The SGPB engages with colleagues in Public Health and social care through the Health and Wellbeing Board (<https://www.suffolk.gov.uk/council-and-democracy/the-council-and-its-committees/committees/suffolk-health-and-wellbeing-board/>) to ensure we align our work with the housing initiatives they lead on. We have undertaken a review of our work and contributed to the 2018 Annual Public Health Report <https://www.healthysuffolk.org.uk/jsna/reports/annual-public-health-report>) and will continue to work with colleagues to ensure we work in partnership to deliver homes that respond to our communities' needs and provide for all.
- (vii) Building on and incorporating the work being taken forward by individual councils the SGPB is considering work on housing to look at how we can improve delivery rates and develop our approaches to assessing site viability.

¹⁰ Subject to examination timetables

- (viii) The Economic Strategy for Norfolk & Suffolk was launched in November 2017 and can be accessed here: <https://newanglia.co.uk/our-economic-strategy/>. A delivery plan to support this Strategy is currently in development and the work of the Growth Programme Board will feed into this Delivery Plan. Our focus will be on developing our priority places of Ipswich, the Energy Coast and the East-West transport axis across Suffolk (A14 & rail routes).
- (ix) We are currently working across the SGPB, local authorities, FE / HE providers, the police and the NHS/CCGs to better understand local procurement. Work is on-going with local firms to identify the barriers they face to bidding for contracts and we will be delivering training to firms in 2018/19 to develop their skills. It is anticipated that this training will better equip firms across our supply chains to bid for and win public sector contracts, including work to deliver and support major infrastructure investment such as large scale housing, energy projects and transportation routes. Further information on this training is available at: <https://www.suffolkchamber.co.uk/latest-news/suffolk-chamber-news/initiative-launched-to-help-improve-public-sector-procurement-opportunities>
- (x) The 'Developing Suffolk Talent' strategy and associated programme of work is frequently reviewed and revised to react to an ever-changing skills and employment policy landscape. The activity undertaken as part of this programme of work supports provision of the capacity and skill sets needed to enable the levels of growth and development otherwise expected. A full suite of sector skills plans covering each of the key growth and employment sectors in Suffolk have been developed to identify skills required for growth across the LEP area, the barriers to satisfying them and, as a result, set priorities for local intervention on both a sector and place-based basis.
- (xi) Working with our neighbouring authorities we have established a Sub National Transport Body (SNTB), Transport East, which provides a single voice for the East of England to lobby for and secure investment in our major strategic transport routes. Further information is available on: <https://www.eelga.gov.uk/meetings/transport-east-forum/>
- (xii) Working with New Anglia LEP we have agreed an Integrated Transport Strategy for Norfolk and Suffolk ([www. https://newanglia.co.uk/wp-content/uploads/2018/06/70035741_EITS_Brochure_v9.pdf](https://www.newanglia.co.uk/wp-content/uploads/2018/06/70035741_EITS_Brochure_v9.pdf))
- (xiii) We are partners in the Energy East Hub and will work with them to ensure future energy demand is planned for and accommodated by the regulated sector: further information is available at [www. http://www.energyhub.org.uk/](http://www.energyhub.org.uk/)
- (xiv) Suffolk County is leading on investment in the Better Broadband in Suffolk campaign to improve digital connectivity – <https://www.betterbroadbandsuffolk.com/>
- (xv) We are developing the economic investment case for the A14 and supporting the Chamber led campaign for improvements - <https://www.suffolkchamber.co.uk/representing-you/no-more-a14-delays-in-suffolk/>

Next steps

The production of this Framework for Growth brings our initiatives together in a single place for the first time and provides a building block on which to move forward.

The programmes and projects within the Framework will be taken forward over the next year and form the basis of our integrated approach to delivering our growth ambitions. They demonstrate to Government, our partners and our communities the range and scale of work we are delivering to address national priorities and deliver local growth. As we begin to shape our Local Industrial Strategy and progress our Local Plans we will continue to review the Framework to ensure it represents our integrated approach.

The next step is to develop investment proposals to support our key infrastructure priorities and secure funding to deliver these.