



Suffolk Coastal...
...where quality of life counts

Local Development Framework

Core Strategy & Development Management Policies Development Plan Document

Interim Planning Policy - June 2010



THE SUFFOLK COASTAL CORE STRATEGY: INTERIM PLANNING POLICY

The District Council has spent considerable time preparing the 'Core Strategy', the first and pivotal part of the Local Development Framework, a suite of documents which set out the Council's key planning policies and objectives.

During preparation the District Council has carried out research on the state of the district, the issues facing it and how they can best be tackled, considering and evaluating the options available. It has worked with individuals, communities, environmental groups, service providers and developers to produce a Core Strategy that is best fit for purpose.

On 18th March 2010 the Council

- a) Adopted the Core Strategy as Interim Planning Policy
- b) Agreed to submit it to the Secretary of State, following formal public consultation
- c) Undertook to review it before it is progressed in the event of significant changes to national or regional policy.

The next stage in the process was therefore to have been public consultation, the results of which would be considered by an independent inspector, appointed by the Government to assess the soundness of the document.

However, the Council is now aware of major impending changes to the planning system, as recently announced by the Coalition Government. For example, the Secretary of State for Communities and Local Government has stated that the Government will rapidly abolish Regional Strategies and that decisions on housing supply will rest with Local Planning Authorities without the framework of regional numbers and plans.

This will therefore now require a review of the Core Strategy as above, as and when more detail of Government policy is available. That review may cause a reassessment of a number of policies in the Core Strategy and even their revision. Therefore, the Council has decided to delay submission of, and hence further consultation on, the Core Strategy until the implications for the district of Suffolk Coastal of this new situation are clearer. Any major decisions on housing supply will be subject to evolving clarification of Government policy.

However, the majority of the policies have received local support during their preparation and are important for the future well-being of this district and its residents. Also, the current planning policies for the District are now nearly 10 years old, and the Council does not wish to lose the opportunity to use a broad range of up-to-date policies which address contemporary issues such as climate change, energy efficiency, health and community safety priorities, quality of design and many others

Therefore, the content of the Core Strategy having been adopted as 'Interim Planning Policy' as above, the Council has now decided to publish it as such for use in conjunction with relevant national policies in the determination of planning applications and planning enforcement.

The LDF will eventually replace the current Suffolk Coastal Local Plan, adopted in 1994 and reviewed in 2001 and 2006. Until the LDF is complete, some policies of the Local Plan are still considered to be relevant and have been 'saved'. They will also continue to be used although the weight attached to them may have diminished in comparison with the Interim Planning Policy.

The Council will endeavour to keep the public informed of the situation at national level, together with the implications for the programme for the Core Strategy, through its website at **www.suffolkcoastal.gov.uk**

11 June 2010

Chapter	Chapter Heading	Page
	Foreword	
	Overview	
	Preface	
	<i>Overarching Vision of Suffolk Coastal in 2026</i>	
	<i>How to use this document</i>	
1	Introduction	4
2	Portrait of Suffolk Coastal <i>Where we are now</i>	12
3	Vision and Strategic Objectives and Core Policies <i>Where we want to be and how we get there</i>	22
4	The Spatial Strategy	56
5	Development Management Policies	86
6	Implementation and Monitoring	114
	Key Diagram	129
	Appendices	130
	A – Haven Gateway Diagram	
	B – Glossary	
	C – Evidence Base Bibliography	

Overarching Vision of Suffolk Coastal in 2026

Having Built on the best of the past, Suffolk Coastal will be a district where people want to live and to invest, as well as to care for others and the environment.



Climate Change and the Environment

Suffolk Coastal will be a leading area for best practice and innovative approaches to tackling the causes and effects of climate change. The built environment will be developing to the highest environmental standards, biodiversity and landscapes will be protected, and sustainable construction methods common practice.

An integrated approach to managing the coastal area will be in place, addressing the impact of climate change and sea level rise on Suffolk's coastline and supporting strong communities, a resilient economy and a high quality natural environment. The significant potential effects of climate change on agricultural production and knock-on effects on rural communities, many of who are reliant upon a thriving agricultural industry, will be recognized and managed.

Housing and the Economy

Growth point status will have brought real benefits to the district by ensuring that the increased jobs and housing have been planned with the required infrastructure whilst maintaining the quality of the local environment. Focus will have been placed on the Ipswich Policy Area and Felixstowe as part of the Haven Gateway, one of the fastest growing sub regions in the Eastern area. Important regeneration initiatives will have been developed for Felixstowe.

There will be a strong and diverse economy with a workforce that possesses appropriate skills for local employment, and suitable employment opportunities exist. There will no longer be a disproportionate number of educated young people leaving the district to find work or further education and there will also be adequate provision for young people in the lower skills bracket to find work and develop the right skills and qualifications.

Enterprise will be encouraged in rural areas and market towns and more affordable housing will enable the workforce to live and work locally. Business will want to locate to the district and planning policies will support the right environment for strong economic growth. Small and medium sized businesses will be growing and prospering.

The transport infrastructure, in particular the rail network and the A12 and A14, will have developed to support business growth.

Community Well-being

All the people who live in Suffolk Coastal will have equal access to services and the district will be an area of excellence for rural accessibility. Closer partnership working will be achieving an increase in the use of public and community transport and a reduced need for personal transport, having the additional benefit of contributing towards CO2 reduction. Better access to leisure facilities and the countryside will have the benefit of encouraging a healthier lifestyle, both mental and physical.

Communities will be cohesive and inclusive. The incidences of poverty will have reduced in the area and all of the residents will live in a healthy, inclusive community and have the opportunity to live in a decent home.

OBJECTIVES

SUPPORTING POLICIES TO ACHIEVE THE VISION & OBJECTIVES

	STRATEGIC POLICIES	DEVELOPMENT MANAGEMENT POLICIES
SPATIAL and sustainability		
Obj 1 Sustainability	SP1 Sustainable Development SP13 Nuclear Energy SP19 Settlement Policy SP20 Area east of Ipswich SP21 Felixstowe SP22 Aldeburgh SP23 Framlingham SP24 Leiston SP25 Saxmundham SP26 Woodbridge SP27 Key Service Centres and Local Service Centres SP28 Other villages SP29 The Countryside SP30 The Coastal Zone	<i>Site specific policies will not be introduced until the Pre-Submission consultation stage of the 'Site Specific Allocations and Site Specific' document.</i> <i>Consultation on the Site Specific Allocations and Policies document has been carried out on the 'Issues and Options' stage.</i>
HOUSING		
Obj 2 Housing Growth Obj 3 Local Housing	SP2 Housing Numbers SP3 New Housing SP4 Gypsies Travellers and Travelling Showpeople	DM1 Affordable Housing on Exception Sites DM2 Affordable Housing on Residential Sites DM3 Housing in the Countryside DM4 Housing in Clusters in the Countryside DM5 Conversions and Houses in Multiple Occupation DM6 Residential Annexes DM7 Infilling and Backland Development DM8 Extensions to Residential Curtilages DM9 Gypsies, Travellers and Travelling Showpersons
THE ECONOMY		
Obj 4 Economic Development Obj 5 The Rural Economy Obj 6 Tourism Obj 7 Felixstowe and the Market towns Obj 8 Transport	SP5 Employment Land SP6 Regeneration SP7 Economic Development in the Rural Areas SP8 Tourism SP9 Retail Centres SP10 A12 & A14 SP11 Accessibility	DM10 Protection of Employment Sites DM11 Warehousing and Storage DM12 Expansion and Intensification of Employment Sites DM13 Conversion and Re-Use of Redundant Buildings in the Countryside DM14 Farm Diversification DM15 Agricultural Buildings and Structures DM16 Farm Shops DM17 Touring Caravan and Camping Sites DM18 Static Holiday Caravans, Cabins and Chalets DM19 Parking Standards DM20 Travel plans
THE ENVIRONMENT		
Obj 9 Climate Change Obj 10 The Coast Obj 11 Protecting and Enhancing the Physical Environment Obj 12 Design	SP12 Climate Change SP14 Biodiversity and Geodiversity SP15 Landscape and Townscape	DM21 Design: Aesthetics DM22 Design: Function DM23 Residential Amenity DM24 Sustainable Construction DM25 Art DM26 Lighting DM27 Biodiversity and Geodiversity DM28 Flood Risk DM29 Telecommunications
COMMUNITY AND WELL-BEING		
Obj 13 Accessibility Obj 14 Green infrastructure Obj 15 Physical and Community Infrastructure	SP16 Sport and Play SP17 Green Space SP18 Infrastructure	DM30 Key Facilities DM31 Public Buildings DM32 Sport and Play DM33 Allotments

HOW TO USE THIS DOCUMENT

- i) The Core Strategy is a Development Plan Document (DPD) forming part of the Local Development Framework (LDF). Reference, is often made to it as “the Plan” given its role in planning the future of the District of Suffolk Coastal.
- ii) The Core Strategy must be read as a whole. All policies (with their strategic objectives) are interrelated and must be read together, to understand their combined effect upon a planning proposal. Unless otherwise stated, the policies apply across the whole Suffolk Coastal area and are designed to pro-actively manage development across the District up to 2026. Development proposals will be judged firstly in terms of their policy compliance, but also for the contribution they make to the delivery of the strategic objectives and targets.
- iii) This document contains both Strategic and Development Management Policies. Where there is a direct relationship, this is indicated. Similarly, the evidence base that justifies a particular policy or the text associated with it is also highlighted by the use of a cross reference.
- iv) Further information relating to the Local Development Framework for the Suffolk Coastal area including all the previous consultation documents and supporting evidence and reports can be found at **www.suffolkcoastal.gov.uk**.
- v) Of particular interest to, and as a starting point for many people will be the settlement within which they live or work – its perceived status and the opportunities for development and expansion. In this respect the Core Strategy contains a “Settlement Hierarchy” and the diagram overleaf sets out how this works and where policies specific to a particular town or village can be found within the document.

HOW THE SETTLEMENT HIERARCHY WORKS and where to look in this document

STEP 1

Understand how existing settlements function and meet the needs of their communities and to create a hierarchy of settlement types explaining how each type is defined.

See page 58 for Policy SP19: Settlement Hierarchy:

Major Centre
Town
Key Service Centre
Local Service Centre
Other Villages
Countryside

STEP 3

Identify the scale of development for housing, employment and retail that would be considered appropriate for each settlement type.

See page 80 for Table 4.6 and a summary of the scale of development envisaged **in all types**

The larger settlements have specific policies relating to them:

- Ipswich fringe – page 64 and policy SP20
- Felixstowe – page 68 and policy SP21
- Aldeburgh – page 71 and policy SP22
- Framlingham – page 72 and policy SP23
- Leiston – page 73 and policy SP24
- Saxmundham – page 74 and policy SP25
- Woodbridge – page 75 and policy SP26

STEP 2

Locate a specific settlement within the hierarchy classification

See page 59 and Table 4.1: Settlement Hierarchy Classification showing where each settlement fits in.

STEP 4 Key Diagram

Show where the settlement types are distributed across the district in relation to:

- Key transport routes
- The Area of Outstanding Natural Beauty
- Strategic housing growth search areas
- Strategic employment areas

Other key tables and diagram within this document

How much housing is needed between 2001 and 2026	Page 26
How the housing will be distributed across the district	Page 28
How the policies will be monitored	Page 114
Key Diagram	Page 129



SCDC

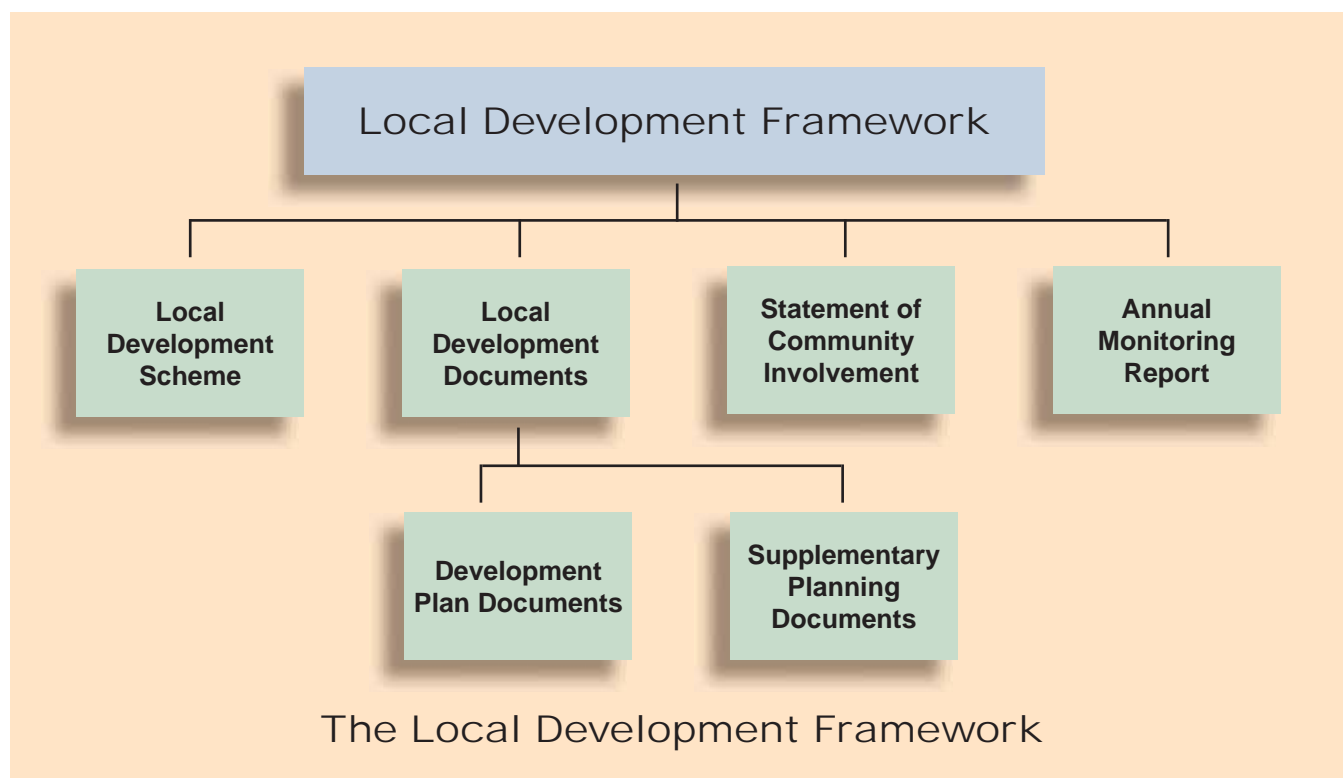
INTRODUCTION

THE LOCAL DEVELOPMENT FRAMEWORK

- 1.01 The Development Plan is made up of the Regional Spatial Strategy (RSS) which covers the whole of the eastern region, and various Development Plan Documents (DPD) produced by local planning authorities within a Local Development Framework. The RSS sets out amongst other things, the numbers of new homes and jobs to be provided by each Local Planning Authority. Suffolk Coastal's first Development Plan Document, the Core Strategy sets out the general planning rules for the district with the exception of minerals and waste. The preparation of these documents is the responsibility of the County Council.
- 1.02 When complete the LDF will comprise a number of related documents (see diagram). The first and most significant of these is this, the Core Strategy, which establishes the basis and context for the rest of the LDF. This document also contains generic Development Management Policies covering the whole district that will be used by the Council and its councillors to decide future planning applications.

Purpose and Content of the Core Strategy

- 1.03 The Core Strategy is the first document to be produced as part of the LDF for the Suffolk Coastal area. It sets out in strategic terms the Council's overall approach to future development for the period to 2026. It sets out the principles as to where development of different scales should take place and the key factors that will need to be taken into account when considering proposals.
- 1.04 The theme at the heart of the new system is "spatial" planning, a process of place shaping and delivery. It firmly links planning policies and planning decisions into the long-term vision for the future of the district, so that local priorities and needs can be fully taken on board. This means taking into account the economic, social and environmental goals of other strategies and programmes, including those of other organisations such as service and infrastructure providers, to ensure that where development is proposed it can be fully supported. For this reason priorities in any one part of the district may well be different to other areas. An important aspect of the Core Strategy is to recognise these local spatial differences and ensure that the spatial vision, spatial strategy and policies focus on addressing issues appropriate to those specific areas, or across the whole district.



- 1.05 The Core Strategy will be followed by other specific and more detailed area-based documents that constitute the remainder of the LDF for Suffolk Coastal district. Supplementary Planning Documents will be prepared, as and when necessary to provide additional technical guidance for specific policies and/or to explain how they will be implemented. Area Action Plans will be produced for certain areas, where regeneration is perceived to be desirable and where major development is proposed. All of these subsidiary documents will be produced to confirm and help implement the Strategic Policies contained in this Core Strategy, once it is adopted.

The Preparation Process, including Public Consultation

- 1.06 The Statement of Community Involvement (adopted July 2006) is part of the LDF and sets out how the Council will involve the community in the preparation of all the LDF documents. The Core Strategy has been prepared in accordance with that Statement. In reaching this point, the Core Strategy has been the subject of five separate consultation exercises plus numerous workshops and sessions with Town and Parish Councils.
- 1.07 The consultation exercises were undertaken at key stages in the preparation process namely:-
- Vision and Objectives (March 2006)
 - Issues and Options (Feb 2007)
 - Further Issues and Options: Potential Directions for Strategic Housing Growth in respect of Felixstowe/Trimleys and the Ipswich Policy Area (Feb 2008)
 - Core Strategy and Development Control Policies: 'Preferred Options (Dec 2008)
 - Updated Preferred Housing Distribution (Sept. 2009)
- 1.08 At each stage the strategy has evolved as options and choices have been debated and a way forward agreed, having considered the results of each consultation exercise, other contributory evidence and changing external circumstances.

National and Local Policy Context

- 1.09 The LDF is produced in conformity, so far as possible, with a wide range of national, regional and local policy documents, as well as related statutory procedures. These include, but are not limited to, the following:-

National Planning Guidance

- 1.10 Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) set out the Government's national policies on different aspects of spatial planning in England. They cover a wide variety of topics, foremost amongst which is the requirement to ensure that sustainable development is delivered through planning at the local level (PPS1).
- 1.11 The policies and advice contained in them must be taken into account by regional and local planning authorities in the preparation of their RSS and LDF, whose role is to set out how these national policies will be interpreted at the regional and local level.

Regional Guidance

- 1.12 The Core Strategy must be consistent with Regional Spatial Strategy, the East of England Plan (RSS) adopted May 2008. The RSS is underpinned by an appropriate evidence base and has been the subject of a Sustainability Appraisal and Habitats Regulations Assessment and examination by an independent inspector before being adopted by Government. The RSS sets out a strategy and policies for the eastern region, and its sub-regions and is part of the Development Plan for Suffolk Coastal. Amongst other things, it sets out the numbers of new homes and jobs to be provided for each Local Authority area for the period to 2021. The RSS is being reviewed at the time of writing (March 2010) and will provide guidance to 2031. Any subsequent changes in the RSS that affect the Suffolk Coastal district will be taken into account in due course when this Core Strategy is itself reviewed. In the meantime, additional housing numbers for the period 2021 – 2026, (the end date for the Core Strategy) have been determined on the basis of the advice provided in paragraph 5.6 of the RSS.
- 1.13 The RSS has also been the subject of a single issue review relating to the provision of sites for Gypsies, Travellers and Travelling Showpeople, adopted in 2009. This provides specific district level advice in relation to pitch provision to meet outstanding and future need.
- 1.14 Government advice in relation to LDF is that neither national nor regional policy should be repeated unless a local interpretation as to how the policy is to be applied is required. Each Core Strategy Policy is therefore cross referenced to relevant regional and national Planning Policies but the Core Strategy should be read in conjunction with all relevant regional policies as they will also be used in the determination of planning applications.

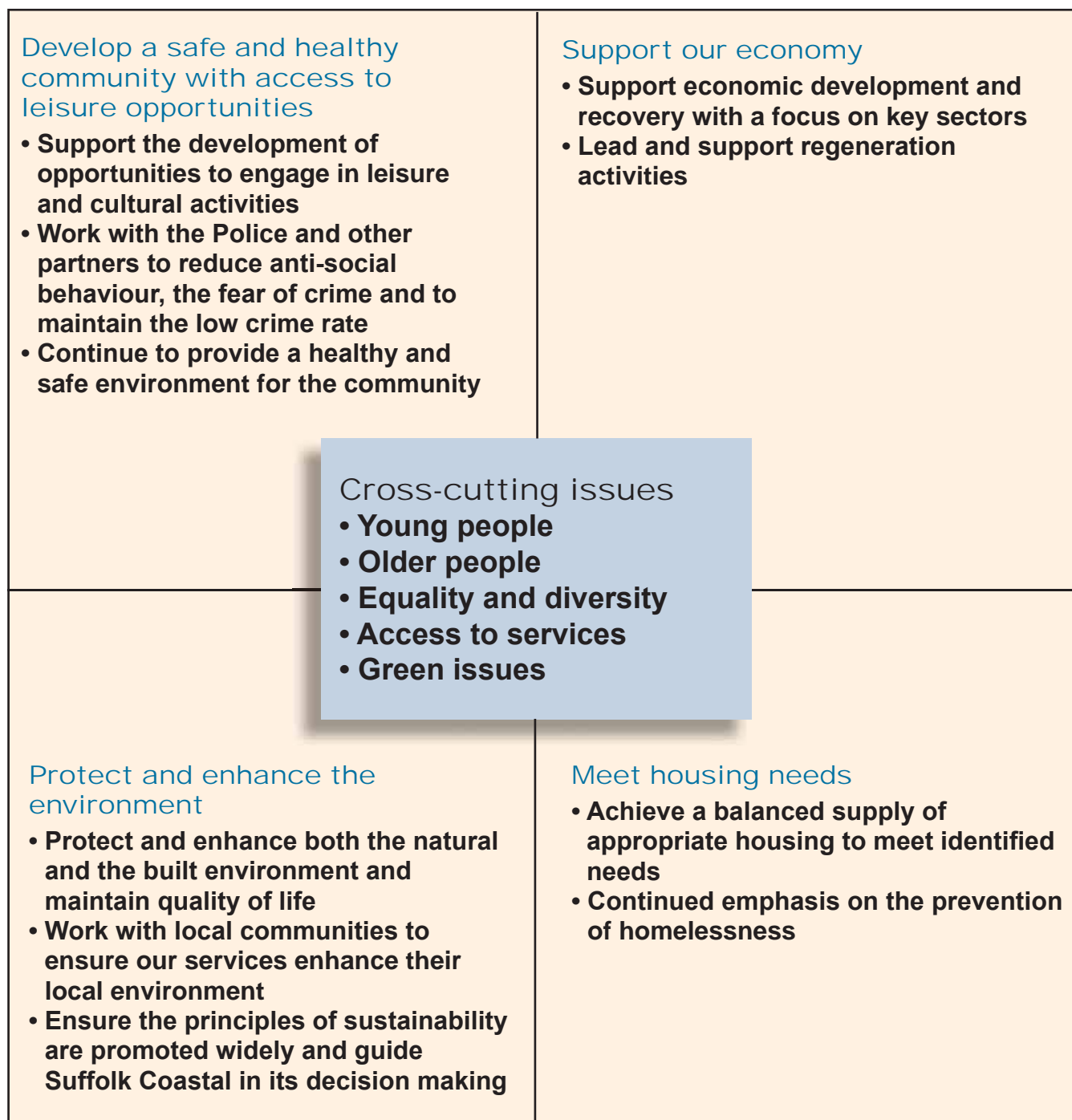
Sustainable Community Strategy

- 1.15 There is a duty on councils to help create and implement a Sustainable Community Strategy for their area with a partnership of public, business, community and voluntary groups – the Local Strategic Partnership (LSP).
- 1.16 The Sustainable Community Strategy plays a key role in informing the preparation of the LDF. The LDF is expected to provide a “spatial” or land use means of implementing it.
- 1.17 In light of the available evidence and an evaluation of the challenges and opportunities that face the district, the Suffolk Coastal LSP has identified ten key issues for the district that need to be addressed by 2021. Crucially, it has identified six of these issues as priorities, to help direct the work of the Partnership into areas where it can uniquely make a difference. The six priorities are:
1. **Access to services**
 2. **Strong, supportive communities**
 3. **Climate change and the environment**
 4. **Economy and skills**
 5. **Healthier lives for all**
 6. **Young people**
- 1.18 The Partnership considers the following four issues to also be important but recognises that other partnerships are already focusing on them and does not aim to duplicate their work. The Partnership will monitor achievement in these areas and will support work where it can make a difference.
7. **Community safety**
 8. **Coastal and estuary management**
 9. **Housing**
 10. **Support for vulnerable people to live independent lives in their community**

Suffolk Coastal District Council's Own Overall Vision and Priorities

- 1.19 The District Council's Corporate Vision for the future of Suffolk Coastal is that, building upon the best of the present, it should be a district where people:
- “Want to live and to invest, Care for others and the Environment”*
- 1.20 The Council's goal is to help, with other relevant bodies, to realise this vision by ensuring that Suffolk Coastal remains a place where the community continues to enjoy the highest 'Quality of Life' and receive top quality efficient services from the Council. To achieve this, the Council will focus on a number of priorities as set out in the diagram opposite.





The strategies and policies contained in the Core Strategy have a key role to play in addressing all of these priorities.

Validation Processes

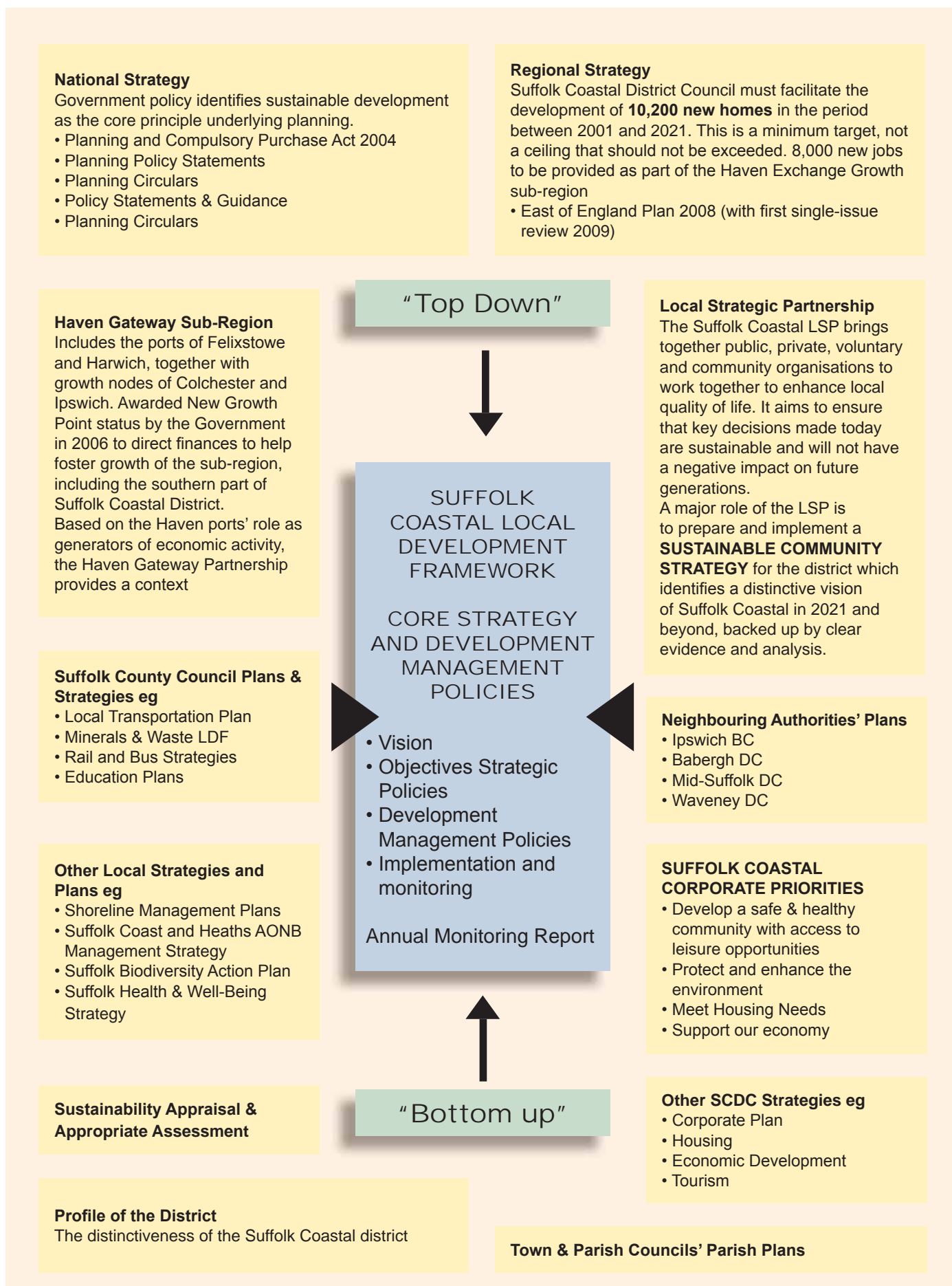
1.21 Sustainability Appraisal (SA) is a mandatory process under the Planning and Compulsory Purchase Act 2004 for the production of LDFs. This ensures that wider social, environmental and economic effects of the policies and proposals contained within the adopted documents are fully assessed. A Sustainability Appraisal of this Core Strategy, including its Development Management Policies and strategic housing locations, has been carried out by an independent and objective party. The Sustainability Appraisal is part of the evidence base of the LDF and is provided as a separate document. It is available on the Council's website: www.suffolkcoastal.gov.uk.

1.22 The Council has also undertaken an Appropriate Assessment (AA) as required by the EU Habitats Directive in order to be satisfied that the proposals and policies will not adversely affect the integrity of European sites designated for their nature conservation importance. This has confirmed that the likely significant impacts arising from the major developments can be successfully mitigated. This document to, is available on the Council's website.

Inter-relationships

1.23 The context for the Core Strategy is set out above and is a major component of the wider policy framework for the area. The coordinated integration of all plans and strategies is essential to deliver the economic, social and environmental benefits which are required in the area to help deliver the Vision for Suffolk Coastal. The diagram below helps to explain the "fit" of all the components in relation to the Core Strategy.





2

FRAN CROWE

PORTRAIT OF SUFFOLK COASTAL

Where we are now

INTRODUCTION

2.01 This chapter examines the distinctiveness of the Suffolk Coastal district. It looks at the high quality of life and positive aspects the district has to offer, that need to be protected and enhanced, as well as the issues and problems that need to be addressed. It is drawn from:

- The evidence base
- The District Council's own strategies
- The results of public engagement and
- The work of the Local Strategic Partnership (LSP)

2.02 It is divided into the themes of

- Housing
- Economy
- Transport
- Environment; and
- Community Well Being

Each part closes with a summary of the key issues and the relevant priorities for action as identified by the LSP in its review of the Sustainable Community Strategy.

2.03 Emerging from this chapter is a Vision for the district in 2026, having addressed the issues raised. This is accompanied by a set of Objectives that form the basis of the policies that make up this Core Strategy.

Economic Recession

2.04 The district profile reflects the situation at a point prior to the economic recession in 2007/8 and therefore provides a useful benchmark against which to help assess and monitor both the impact of the recession and the success or otherwise, of the Core Strategy. To date, the local economy appears to be 'weathering the storm' reasonably well, the suggestion being that this is in large part due to the fact that it is based on many small and independent businesses. Longer term impacts on individual business sectors may prove more of an issue.

2.05 In relation to housing most recent evidence shows that house building has slowed considerably over the past two years and is expected to slow further in terms of the numbers of homes completed. This can be attributed largely to the recession. The effect on housing delivery has meant that there is expected to be a substantial decline in completion rates certainly in the short term.

2.06 Such uncertainties as a result of recession in both the short and potentially the longer term, may have significant effects on many of the topics addressed in this Strategy, which will give added importance to the first review of the Strategy in approximately 5 years time. In the meantime, where facts are to hand in respect of changed circumstances deriving from the recession, these have been incorporated into this Strategy.

POPULATION AND HOUSING PROFILE

2.07 People are at the heart of Suffolk Coastal and in the last 30 years the district has seen its population rise by around 26,000. This represents a 29% increase that is amongst the higher rates of growth in the country. Suffolk Coastal is now home to just over 122,000 people (2006) with the majority (around 60%) living in the larger urban areas such as Ipswich eastern fringe, Felixstowe and the market towns. As a consequence all of these areas have seen a steady increase in housing provision to meet the needs of this population.

2.08 Suffolk Coastal has an ageing population. At just over 21%, the district is home to a higher proportion of people who are aged over 65 than is found nationally or in Suffolk as a whole. The district is seen by many as an attractive place to retire to. The predicted increase in the numbers of people aged over 85 has implications for the provision of health care and other service provision and may create additional and to some degree different housing requirements. Fewer people within the economically active age ranges have implication for the local economy. There is also concern that people moving into the area have a greater spending power and can therefore outbid local residents for housing, particularly in the more rural locations.

2.09 A large number of young people leave Suffolk Coastal at 18 which also "skews" the age profile with consequences for both the economy and local communities. The district had the greatest net loss in Suffolk of 16-24 year olds due to migration in 2005. Young people (particularly in the rural parts of the district) are concerned about the accessibility of education training and social facilities. The opening of University College Suffolk in Ipswich may encourage younger people to remain.

- 2.10 The 2001 census showed the level of owner occupation for Suffolk Coastal to be 74.9%, compared to a national average at that time of 68.9%. The remainder of the stock is split between privately rented accommodation and housing stock owned and managed by local housing associations, primarily Suffolk Heritage who took control of the Council's housing stock in 1991.
- 2.11 Being able to afford to buy a home is a big issue for many, especially first time buyers. Studies have identified a need in the next 5 years to deliver a substantial amount of new homes to meet the need for affordable homes in the district (the Council had set a 5 year delivery target between 1 April 2007 and 31 March 2012 of 600 dwellings). If house prices escalate more than incomes there may well be an increased need. The number of houses that do not meet the Decent Homes Standard (for a definition see Glossary) - currently 26.1% - needs to be reduced. The number of homeless families with dependent children approaching the Council for assistance has increased in recent years.
- 2.12 An ageing population creates a specific housing need although, on the other hand, there is often a desire to remain in the existing home rather than relocate. Adaptation and improvements to the existing stock emerge from this as does the design of 'homes for life' in the first instance. Providing suitable accommodation for older people to remain within their communities or close by, potentially freeing up larger family housing will be important.
- 2.13 The Council continues to work with developers and its housing association partners to secure funding from the Homes and Communities Agency (HCA) for new affordable housing schemes across the district. This work was successful in securing £3.94 million in April 2008 to assist with the construction or conversion of 147 new affordable homes.
- 2.14 Gypsies and Romanies constitute a very small proportion of the population; the district is, however, a destination for New Travellers. There are currently no authorized sites within the district to meet these needs.
- 2.15 The district is also home to a substantial military community at Sutton Heath near Woodbridge.
- 2.16 The district attracts many second homeowners (4.4% of the total dwellings at the 2005 Housing Needs Study) especially along the coast. In some parishes the level of second homes reaches as high as 30%. This has implications for the viability of these local communities. However, the powers of control of the District Council are restricted.

Key Housing Issues

- Lack of houses at prices affordable to local people
- Lack of social rented housing
- Imbalance between housing needs and supply
- Second homeowners – denying local people the opportunity to buy homes, particularly small ones
- Efficient use of land and high densities may not reflect the character of the area
- New development should be concentrated where access to facilities and services is available
- Lack of authorised sites for Gypsies and Travellers

The Local Strategic Partnership – “what needs to be done?”

- *The focus of effort from all sectors should be to improve quality of life – especially for vulnerable people, including the growing population of older people, who should be supported to live in their own homes and communities if they should wish.*
- *There is an identified shortage of affordable housing in the district and more will need to be provided to help the workforce to live and work locally.*
- *The need to ensure that the increased jobs and housing included in the Regional Spatial Strategy are planned with the required infrastructure. Focus needs to be placed on the Ipswich Policy Area and Felixstowe as part of the Haven Gateway, one of the fastest growing sub regions in the Eastern area. In addition tourism, and the economic and social benefits to local communities it brings must be supported.*

ECONOMIC PROFILE

- 2.17 The East of England is one of the fastest growing regional economies in the UK and the Regional Economic Strategy identifies goals for economic development that have an important bearing on the economy of Suffolk Coastal.
- 2.18 The economic profile of Suffolk Coastal is itself unique within the region. The southern part of the district falls within the Haven Gateway sub-region, one of the fastest growing economic areas in the East of England. (see paragraphs 2.24 to 2.25) The district has an economy that supports a high proportion of small and medium sized businesses

vital to the local economy (70% of businesses in the district employ 5 people or less). However, the district also boasts several regionally significant employers and economic drivers:

- (i) The Port of Felixstowe (the biggest container port in the country, is planned to grow substantially, requiring good rail and road links. A 2008 Felixstowe Port Logistics Study (see evidence base) has identified a need for additional land to support other port related uses);
- (ii) Sizewell Power Station (this has been identified by government as one of the potential sites to accommodate new nuclear provision) and its role within the larger Low Carbon Energy Corridor stretching north to Lowestoft; and
- (iii) The BT research and development headquarters at Martlesham Heath, a key part of the information, communication and technology (ICT) cluster for the East of England.

2.19 Tourism and the arts are also major drivers for the local economy, including internationally recognized organisations such as Aldeburgh Music.

2.20 The East of England is commonly assumed to be affluent yet parts, including areas of Suffolk Coastal, face problems associated with remote areas that have limited employment opportunities, low wages and lack access to services including broadband.

2.21 Gross total average earnings in the district (i.e. part time as well as full time workers) are below the regional average despite the presence of such major wealth generators as BT at Martlesham Heath.

2.22 In terms of skills and qualifications Suffolk Coastal has the lowest proportion in Suffolk of students completing study at 19+ (81%). The rate for 16-18 year olds is the second lowest in Suffolk (75%) These achievement rates are also below average for the region. A recent employer survey has identified the lack of skills, as well as a perception of lack of motivation or “work ethos” in young people, as a significant barrier to employment and to meeting business needs. In 2005 the district had the greatest net loss in Suffolk of 16-24 year olds due to migration with consequences for the economy and local communities. Young people (particularly in the rural parts of the district) are concerned about the accessibility of education training and social facilities.

2.23 On the positive side the District should benefit from the new University College located in Ipswich as well as expansion of Otley College within the district. In addition, access to Broadband has improved considerably. One of the issues which affects businesses of all sizes, as well as the opportunities for improved education provision is access to the internet. Many businesses require high speed services for websites or completing essential online government services such as tax returns. Everyday tasks such as applying to tenders, marketing, processing of orders or communicating with clients can be limited by inadequate broadband service. As more schools incorporate teaching via virtual learning platforms, children and young people living in areas of poor broadband speeds are also likely to be at a disadvantage. Quality of life is also now becoming more dependent on remote and social interaction and adequate broadband speed is a significant factor in providing services such as remote health teleservices and cultural access to platforms such as HD TV, interactive services and other forms of social interaction and networking.

Haven Gateway Sub-Region

2.24 The southern part of Suffolk Coastal district lies within the the Haven Gateway sub-region (See Map Appendix A). The sub-region includes the areas of Suffolk and Essex immediately around the ports of Felixstowe, Harwich, Ipswich and Mistley together with the growth areas of Colchester and Ipswich. It was awarded New Growth Point status by the Government in 2006 in order to direct finances to help foster growth. Its population is projected to increase from 611,300 in 2001 to 684,500 by 2021.

2.25 Regeneration needs and opportunities for growth lie mainly in the towns, and on the coast and estuaries. Improvements to transport, environmental and community infrastructure are required to support this growth. Based on the Haven ports’ role as generators of economic activity, the Haven Gateway Partnership (see glossary) provides a context in which partners from the private and public sectors can work together to promote economic opportunities and secure the future prosperity of the sub-region. The Partnership has published a ‘Framework for Growth’.

Key Economic Issues

- Poor access to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves
- Lack of diversity in terms of employment opportunities
- More recognition of the potential for investment in the economy, notably in high-tech activity
- The pressure to develop existing employment sites for other uses, notably residential development
- Tourism is good for the economy, but the environment and local communities are sensitive to visitor pressure
- Young people leaving rural areas due to a lack of suitable jobs
- The economic impact of the decommissioning of Sizewell A and the potential opportunities associated with new nuclear provision should Sizewell be chosen
- The need for additional flexibility in respect of new policies to cover the conversion of rural buildings, particularly when close to sustainable communities
- A concern for the impact of lorry movements on rural roads by new employment activity but also by agricultural practice
- To balance the needs for economic growth with the maintenance of the quality of the district's natural environment and general quality of life.

The Local Strategic Partnership – “what needs to be done?”

- *Appropriate incentives and planning policies will need to be developed to ensure business will want to locate in the area. Small and medium sized enterprises should be supported to grow and prosper and the increasing role of social enterprises is also important.*
- *The market towns in the district have an important role to serve their rural hinterlands as service centres. It is vital, for example, to ensure that the planning framework facilitates the continuing strength of town centre retailing and services in the market towns. By developing this approach it will also reduce travel requirements and make a contribution to reducing green house gas omissions. It is also vital that enterprise is encouraged in our rural areas and market towns.*

TRANSPORT PROFILE

- 2.26 The Highways Agency is responsible for the trunk road network. Responsibility for local transport lies with Suffolk County Council as the highway authority for Suffolk. It is the role of Suffolk County Council as highway authority to prepare a transport strategy, primarily in the form of the Local Transport Plan (LTP). The District Council has very

few powers or responsibilities in relation to the operation of either the road or rail network. It can, however, operate as a partner in the enhancement of the network and use its powers as a planning authority to enable investment to occur.

- 2.27 The only trunk road in the district is the A14 running between Felixstowe and Ipswich, which is dualled, and links eventually to the national motorway network. The road serves as an international freight route linked with Felixstowe Port' but also as an important local distributor particularly around the southern fringes of Ipswich. Major freight route difficulties can be experienced if blockages occur east of or on the Orwell Bridge, as no suitable alternative route is available. There is already an acknowledged need to manage local traffic movements particularly around the Orwell Bridge to safeguard its strategic capacity. It remains a possibility that an alternative route will need to be provided longer term.

- 2.28 The A12 provides the main route north to south through the district, but is only dualled for a small part of its length. Discussions have been ongoing for some time to secure Improvements to this route, reflecting both its importance to the local economy as well as to improve the quality of life for those residents whose homes are particularly affected where the route is particularly narrow and twisting.

- 2.29 Besides these two strategic routes, “B” class roads serve most of the higher order towns and villages. Elsewhere much of the road network is single-track roads with passing places meaning access is a significant issue across many parts of the district.



2.30 Rail services currently serving the district provide access to major centres outside the area such as Ipswich, Lowestoft, Norwich, Cambridge and Colchester. Such services also provide, at times, direct access to London for such communities as Woodbridge, Saxmundham and a number of smaller villages. Access to London from Felixstowe requires a change at Ipswich. Some funding of improvements to the rail freight network has been agreed as part of the re-configuration package recently agreed for the port of Felixstowe. There is a commitment to improving the service on the East Coast Line, up-grading it to an hourly service in association with signaling and line improvements and with the potential to take traffic off the A12.

2.31 Good bus routes operate within and between the larger communities, particularly between Martlesham Heath and Ipswich. The need for improved provision has been highlighted as being required in some areas notably cross town links in Felixstowe and between Martlesham and Woodbridge. Across the rural areas, new and innovative ways of providing “transport on demand” have proved successful and are being rolled out. These services have a key role to play in helping to address issues of rural isolation.

2.32 A number of local and longer distance cycle ways exist throughout the district. However, the rights of way network is often disjointed with a lack of routes with higher rights, such as bridleways.

2.33 It remains the case that for many of the residents living in the rural parts of the district having access to a car is essential to their quality of life. Many do not have access to regular public transport links or effective rights of way to market towns, for example.

2.34 Air quality is an issue at many locations along the road networks. Two ‘Air Quality Management Zone’ have been declared at the Lime Kiln Quay/Thoroughfare/St Johns Street junction in Woodbridge and at The Dooley Inn, Ferry Lane, Felixstowe.

Key Transport Issues

- Tackling poor access to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves
- Addressing concerns regarding the impact of lorry traffic on rural roads by new employment activity but also by agricultural-related works
- The efficient functioning of the A14 as an important international and local transport route
- Working with partners to secure the dualling of the A12

single carriageway sections north of Woodbridge and north of Wickham Market, to better meet the needs of daily and holiday traffic and improve quality of life for residents along the route

- Working with partner organisations to address congestion issues on the Orwell Bridge
- Working with businesses and partner organisations to address freight transport issues at Felixstowe

The Local Strategic Partnership – “what needs to be done?”

- *The transport infrastructure will need to develop to support [this] business growth and development of the rail network particularly the freight connection from Felixstowe to Nuneaton is important for the development of the port and reducing road usage. Greater use of the two passenger lines within the district and upgrading the A12 must be encouraged.*

ENVIRONMENTAL PROFILE

2.35 The natural and built environment of Suffolk Coastal is of a very high quality with international as well as national status designations covering large parts including a number of settlements. Approximately a third of the district is designated as an Area of Outstanding Natural Beauty (AONB) and 11,200 hectares of the district is designated as Sites of Special Scientific Interest (SSSI). In addition, ‘Natura 2000’ is a network of protected sites which represent areas in the European Community of the highest value for biodiversity. Areas may be designated as Special Areas of Conservation (SAC) where they support rare, endangered or vulnerable natural habitats and species of plants or animals (other than birds). Where areas support significant numbers of wild birds and their habitats, they may become Special Protection Areas (SPA). Suffolk Coastal contains areas of both.

2.36 The district’s landscape is diverse, including large areas of farmland, which support a rich biodiversity and contain features of geodiversity interest. Much of its farmland qualifies as “best and most versatile” i.e. grades 1, 2, and 3a under the Agricultural Land Classification. In terms of its built and historic environment there are also 34 Conservation Areas and approximately 2,700 buildings Listed of Architectural or Historic Importance in the district.

2.37 The exceptional quality of the natural and built environment makes Suffolk Coastal a very special place to live and work and a popular destination for visitors and tourists from the UK and abroad. This resulting high quality of life brings with it the responsibility of preserving this heritage as the utmost priority, for its own intrinsic value as well



as for the health, prosperity and well-being of the residents. Standards of environmental stewardship need to be of the highest order.

2.38 With such a large body of scientific evidence highlighting the serious and urgent nature of climate change the debate is now focused on what action needs to be taken to mitigate against the effects. A Royal Commission on Environmental Protection considered that the UK would need to reduce CO2 emissions by 60% by about 2050 to avoid “dangerous climate change”. At a more local level the implications of climate change, should it continue unchecked, include increased coastal and flood plain flooding, permanent coastal land loss, higher incidents of damage to transport and communications infrastructure caused by extreme weather, and increased deaths and hospital admissions from heat related conditions.

2.39 The carbon dioxide footprint of the district is slightly better than the average of the county (ranked 3rd best of 7 behind the adjoining districts of Ipswich & Waveney). The growth planned for the district presents opportunities as well as challenges for addressing environmental issues particularly those relating to reducing or managing the need to travel by locating growth close to existing facilities or where such facilities can be provided, as well as those related to wind energy and biomass. Sizewell Nuclear power stations are located in the district, forming part of a Low Carbon Energy corridor between Sizewell and Lowestoft. The

Government’s recent National Policy Statements for Energy Infrastructure include the assessment that Sizewell may be suitable for a new nuclear power station. Any proposal will be determined by the Government’s new Infrastructure Planning Commission although the Council will seek to ensure that local views are fully taken into account.

2.40 As noted above, the coast, estuaries and river valleys are important components of the environmental make-up. As a result of climate change, the coastline is the subject of pressures from rising sea levels and also falling land levels together with the consequences of increased storminess. This also impacts on the major estuaries of the Blyth, Alde/Ore, Deben and Orwell that form a major part of the coastal area of the district and are intrinsic to its character. The coastal areas subject to pressures include the towns of Felixstowe and Aldeburgh, large stretches of the AONB, and substantial designated sites of importance for nature conservation.

2.41 The coastal area must continue to support strong communities and a high quality natural environment. With particular regard to the impact of climate change/sea level rise on the coastline, Integrated Coastal Zone Management (ICZM) needs to address the needs of our communities and the natural environment.

2.42 The Shoreline Management Plan is a strategic document that proposes preferred short, medium and long-term options for the management of the open coast from the perspective of flood risk and erosion over a time period of 100 years. In addition, Suffolk Estuarine Strategies (in preparation) consist of estuary-wide strategies that propose preferred short, medium and long-term options for the management of flood risk on the estuaries also over a time period of 100 years.

Key Environmental Issues

- Maintaining high quality design
- Maintaining and enhancing the high quality built, natural and historic environments
- Making efficient use of resources
- Promoting energy conservation, energy generation including renewable energy; and energy efficiency
- The conservation and efficient management of water resources
- Managing pressures on the coastline, both human and natural
- Managing and mitigating risk of flooding
- Addressing issues of air quality
- Acknowledging and supporting the value of biodiversity and geodiversity to the countryside
- Maintaining high quality design.

The Local Strategic Partnership – “what needs to be done?”

- *Action must be taken to reduce our carbon footprint. Outcomes should be directed to delivering locally on the global initiatives to reduce carbon emissions and also to mitigate against negative impacts of environmental change.*
- *Our coastal area must continue to support strong communities and a high quality natural environment. With particular regards to the impact of climate change / sea level rise on our coastline, integrated coastal zone management needs to address the needs of our communities and the natural environment.*
- *Suffolk’s landscape contains diverse farmland, which supports a rich biodiversity. With its Areas of Outstanding Natural Beauty and the large areas with an international and national conservation designation, Suffolk Coastal has a significant contribution to make to conserving and enhancing biodiversity.*

COMMUNITY AND SOCIAL PROFILE

2.43 The district is made up of in excess of 100 towns and villages with populations ranging from a handful to several thousand people, each containing one or more communities of various size and character and with their own particular needs and aspirations. The strength of local social and family networks within these areas is valued by residents as part of their perceived quality of life.

2.44 Providing for and enabling access to, a full range of services and facilities to serve these communities is a challenge, particularly across the more sparsely populated northern sections of the district. The rural parts of the district have poor access to services when measured against national standards and the trend is for rural services to continue to contract. Suffolk Coastal is ranked 5th poorest out of the 7 districts in Suffolk for overall access to services. The district is also below the median (of districts in Britain) for access to a bank or building society, and in the bottom quartile for access to a secondary school, doctor’s surgery, post office or primary school.

2.45 In Felixstowe the south and west wards have significant levels of multiple deprivation, while part of western Saxmundham is also assessed as more deprived than the national average. One small part of Leiston is ranked amongst the most deprived 10% in the region, with 62% of residents having no qualifications and 70% living in social, rented housing.

2.46 The district has a significantly older population than the national average and is the second highest in Suffolk. The likely result of this is increasing demand on health, social and community services including housing services and provision. In particular, current government policy is to help older people to remain in their own homes as long as possible. This has implications for how services and facilities are delivered. Older people have a wide range of needs and aspirations depending on their circumstances. Many are very active and want facilities and opportunities the same as other members of the community. Familiarity with, and use of, the internet to access services and facilities is likely to become more pronounced over the LDF period.

2.47 Meeting the health (physical and mental) and social needs of the whole of the population of the district is an important element in maintaining the quality of life on which the district prides itself. Improved access to, and provision of, opportunities for physical activity, natural green space and a wide range of leisure activities, particularly those which can be accessed by foot or bicycle, are key elements in achieving this.

2.48 The district is acknowledged to be one of the safest areas in the country with low levels of crime. Nonetheless, public concern about crime remains high across the country. The perception of anti-social behaviour from young people is of concern to many residents, especially older people. Suffolk Coastal residents perceive parents not taking responsibility for the behaviour of their children (43%) and teenagers hanging round the streets (39%) as the two biggest problems in their area.

Key Issues of Community Well-being:

- Continuing to address and tackle fear of crime
- Making more specific provision for older people
- Addressing the lack of facilities for young people
- Managing pressure on services caused by an ageing population
- Tackling the loss and lack of local facilities and services, particularly those offering education, training and social options for young people.
- Working with partners to secure sufficient infrastructure to support the growth proposed

The Local Strategic Partnership – “what needs to be done?”

- *Rural isolation in areas of Suffolk Coastal, with their poor levels of access to services and connectivity when measured against national standards, presents a major challenge to improve the quality of life for many people. The issue of rural accessibility is one that has been deteriorating and requires action.*
- *Building socially inclusive, sustainable, thriving and supportive communities is vital in these isolated rural areas.*



THE VISION, OBJECTIVES and STRATEGIC POLICIES (SP1 – SP18)

Where we want to be and how
we get there

INTRODUCTION

- 3.01 The **Vision** derives from the analysis of the district and is aligned to the priorities identified in the Sustainable Community Strategy (SCS). Both are firmly based on clear evidence and, in the case of this Vision, evolve from the outcome of intensive public engagement. The Vision is distinctive to the Suffolk Coastal district. It represents an ambition of how the district will look and function in the year 2026. Its alignment with the SCS will help to ensure that the District Council and its partner organisations/service providers are working towards and investing in an agreed set of outcomes.
- 3.02 The **Objectives** represent the basic targets that need to be set in order to achieve the Vision together with a summary of the expected outcome if a particular target is achieved.
- 3.03 The **Strategic Policies** are the generic, strategic policies (hence the prefix 'SP') that need to be implemented if that outcome is to be achieved.

THE VISION

3.04 *The Overarching Vision Of Suffolk Coastal In 2026 is:*

"Having built on the best of the past, Suffolk Coastal will be a district where people can and want to live and to invest, as well as to care for others and the environment."

Climate Change and the Environment:

- 3.05 Suffolk Coastal will be a leading area for partnership working, best practice and innovative approaches to tackling the causes and effects of climate change. The built environment will be developing to the highest environmental standards, biodiversity and landscapes will be protected and sustainable construction methods will be common practice.
- 3.06 An integrated approach to managing the coastal area, including the estuaries, will be in place, addressing the impact of climate change and sea level rise on the coastline and supporting strong communities, a resilient economy and a high quality natural environment. The significant potential effects of climate change on agricultural production and knock-on effects on rural communities, many of who are reliant upon a thriving agricultural industry, will have been recognised and managed in the short, medium and longer term.
- 3.07 Significant investment will have been made in the creation and establishment of a green infrastructure network across the district, but primarily between the outskirts of Ipswich and the Deben estuary and on the edges of Felixstowe and the Trimleys. This will be for the benefit of wildlife through the provision of green corridors, and by providing alternative recreation/leisure space to the estuary itself for residents and tourists.

Housing and the Economy:

- 3.08 Growth Point status will have brought real benefits to the district and to the wider sub-region by ensuring that the increased jobs and housing levels for the district set out in the Regional Spatial Strategy have been achieved in parallel with one another and with the required infrastructure, but sensitively and in a way which maintains the quality of the local environment. Focus will have been placed on developing the ICT cluster at Martlesham Heath and maintaining and supporting the role of Felixstowe Port as key economic drivers within the Haven Gateway sub region. Important regeneration initiatives will have been developed for Felixstowe, Leiston and Saxmundham to secure economic and physical regeneration and address issues of social deprivation.
- 3.09 A flexible approach to development policies in the rural areas will enable the development of new housing in order to meet local needs, thereby building sustainable, thriving and supportive rural communities.
- 3.10 There will be a strong and diverse economy with a workforce that possesses appropriate skills for local employment, and suitable employment opportunities exist. There will no longer be a disproportionate number of educated young people leaving the district to find work or further education and there will also be adequate provision for young people in the lower skills bracket to find work and develop the right skills and qualifications.
- 3.11 Enterprise will be encouraged in rural areas and market towns, and more affordable housing will enable the workforce to live and work locally. Business will want to locate to the district and planning policies will support the right environment for strong economic growth. Small and medium sized businesses will be growing and prospering.

- 3.12 The transport infrastructure, in particular the rail network and the A14 and A12, will have developed to support business growth. To provide a realistic alternative for people to the use of the private motor car for key journeys, public transport provision will have been extended, concentrating on links between the major residential, employment and commercial areas and major leisure and recreation facilities. Local foot and cycle path networks will have been improved and extended to discourage the use of the car for short trips to local facilities etc.

Community Well-Being:

- 3.13 All the people who live in Suffolk Coastal will have equal access to services and the district will be an area of excellence for rural accessibility. Closer partnership working will be achieving an increase in the use of public and community transport and a reduced need for personal transport, having the additional benefit of contributing towards CO2 reduction. Better access to leisure facilities and the countryside will have the benefit of encouraging a healthier lifestyle, both mental and physical.
- 3.14 Communities will be cohesive and inclusive. The incidences of poverty will have reduced in the area and all of the residents will live in a healthy, inclusive community and have the opportunity to live in a decent home.

THE OBJECTIVES AND CORE POLICIES

SUSTAINABLE DEVELOPMENT

Objective 1 – Sustainability

To deliver sustainable communities through better integrated and sustainable patterns of land use, movement, activity and development.

- 3.15 **Summary Outcome:** *A more sustainable environment.*

- 3.16 In a world that is increasingly conscious of the need to manage its resources very carefully and to address the issue of climate change, spatial planning has a responsibility to ensure that development takes place within a sustainable framework addressing both the threats and opportunities that this brings. It is for this reason that sustainable development is the first and overarching policy which this Core Strategy addresses, building on policy SS1 of the RSS. This policy (SP1), together with those relating to Climate Change (SP12) and Settlement Hierarchy (SP19), comprise the foundations around which the Core Strategy framework is built.



MIKE PAGE

Strategic Policy SP1 – Sustainable Development

Central to the Core Strategy for the future of the Suffolk Coastal district is the achievement of sustainable development. The Strategy in this respect will be to:

- (a) mitigate against and adapt to the effects of climate change;
- (b) relate new housing development to services, employment, transport and infrastructure. To achieve this a defined Settlement Hierarchy, itself based on sustainability principles, has been created and applied;
- (c) reduce the overall need to travel;
- (d) give priority to re-using previously developed land and buildings, where possible ahead of greenfield sites;
- (e) promote the use of sustainable methods of construction, including materials, energy efficiency, water recycling, aspect etc;
- (f) achieve a local balance between housing growth and employment opportunities;
- (g) enable a healthy economy, notably in the town centres and rural areas, taking advantage of regeneration opportunities where appropriate;
- (h) enhance accessibility to services and create an integrated and sustainable transport system;
- (i) conserve and enhance the natural and built environment;
- (j) maintain and enhance a sense of place;
- (k) create and promote inclusive communities in both urban and rural locations; and
- (l) ensure the provision of the appropriate infrastructure in order to support existing and proposed communities.

HOUSING

Objective 2 – Housing Growth

To meet the housing requirements of the district

- 3.17 **Summary Outcomes:** *Provision of a sufficient number of homes to meet as a minimum the identified needs set out in the Regional Spatial Strategy (RSS) for the period to 2026. Allocations will be made sustainably in accordance with the Settlement Hierarchy (policy SP19). Overall, the provision of new homes will be related to new and improved services, facilities, employment, transport and other infrastructure.*
- 3.18 *The focus for growth will be the major centres – notably east of Ipswich and to a lesser extent the Felixstowe peninsula, both of which contain strategic employment sites of regional and national significance. At Felixstowe/Walton and Trimley Villages new homes will be phased and provided for some of the many workers who currently commute into the town to work each day, for local residents (particularly the young) who wish to remain in the locality, and in order to support local services and to help manage the amount of local traffic using the A14.*
- 3.19 *Elsewhere a dispersal of growth to other market towns and sustainable communities will occur. New growth will be at levels appropriate to the size of the town or village, function, character and environmental capacity. Regard will also be had to the aspirations of local communities as set out in Parish Plan(s).*
- 3.20 *As part of a sustainable pattern of living, development will take place in some villages but limited solely to that required to meet local needs, with more focused on those communities that provide a range of services. Communities themselves will be encouraged to tackle issues related to the lack of services, e.g. public transport, a local store, community hall etc in order to justify further modest development if the community as a whole desires it.*

Housing Numbers

3.21 The amount of new homes required is set out in the Regional Spatial Strategy (RSS), also known as the East of England Plan. This considers the district in the context of the region, the Haven Gateway sub-region and the wider Ipswich Policy Area. It identifies a minimum housing requirement within Suffolk Coastal as a whole and for that portion which lies within the Ipswich Policy Area specifically. As national planning policy (PPS3: Housing) requires authorities to plan for 15 years of housing supply [from the date of Core Strategy adoption], the total RSS requirement figure must be extended up to 2026. This equates to a minimum of **7,660 new homes** needing to be provided across the district over the period 2009 to 2026. How this figure is calculated is set out in Table 3.1 below.

3.22 A small allowance of 540 new homes has been made for “small brownfield windfall provision”. Typical (but not exclusively) of these types of sites are development on side of back gardens, or the redevelopment of a single large residential plot at a higher density. Historic trends show a significant proportion of new homes built have been provided in this way, particularly in the more rural areas. Government guidance however makes clear that Local Planning Authorities should not rely on such windfall provision because by its very nature it is unpredictable in terms of when, and where, it will occur. Where a small windfall allowance is to be included within strategic housing figures, the advice is that it should only be included within the final five year phasing of the plan. In practice, such sites will continue to come forward and be developed and will be monitored accordingly.

Table 3.1 – Calculating the outstanding housing requirement 2009 to 2026

Years are from 1st April to 31st March (numbers have been rounded)

		District Total (new homes)
STARTING POINT	Ipswich Policy Area RSS requirement 2001 – 2021	3,200
	Rest of District RSS requirement 2001 – 2021	7,000
	Total RSS requirement 2001 - 2021	10,200
Stage 1 Calculating a 15 year housing requirement	RSS requirement 2001 – 2021	10,200
	Add 5 years at same annual rate	+(5 x 510)
	Housing Requirement 2001 – 2026	=12,750
	Subtract Houses built 2001 – 2009	-5,090
	Net Housing Requirement 2009 – 2026	=7,660
Stage 2 Known sources of housing	Subtract outstanding planning permissions and housing allocations deemed to be deliverable April 2009	-1,640
	Subtract urban Potential April 2008	-1040
	Subtract windfall of small sites 2021-2026	-540
	Residual requirement needing to be allocated 2009-2026	=4,440

- 3.23 Having regard to potential known sources of new housing, there is a balance of a minimum of **4,440 new homes** to be built. These will require positive allocations being made by the Council. The broad scale and distribution of those new homes is set out in Section 4 of this Core Strategy – the Spatial Strategy, based around the Settlement Hierarchy (policy SP19). Table 3.2 and Table 3.3 (pages 28 & 29) indicate the proposed housing distribution and growth across the district.
- 3.24 Whilst it is the role of the Core Strategy to set the principles which will guide future development in terms of scale and broad location, a further document the Site Allocations and Area Specific Policies Development Plan Documents will allocate individual sites. The housing numbers and distribution are however made in the confidence that there is a sufficient supply of deliverable or developable land for additional allocations to be made if more flexibility is required. Monitoring will also reveal whether targets have, or are likely to be met and, if necessary, further allocations can be made in a subsequent review of the development plan document.

Strategic Policy SP2 – Housing Numbers

The Core Strategy will make provision for the creation of 7,660 new homes across the district in the period 2009 to 2026.

Land for new homes will be distributed in accordance with the principle of a settlement hierarchy (SP19), itself drawn up on the principles of sustainable development.

New homes will be phased in order to ensure a continuous supply of housing land and to link residential development with employment growth as well as any associated new and improved infrastructure provision.

Housing Distribution

- 3.25 Local authorities must plan for delivery of the new houses taking account of such factors as national and regional policies and other local circumstances and priorities.
- 3.26 National policy and the Regional Spatial Strategy (RSS) give some guidance on the distribution of housing based on the principles of sustainable development and sustainable communities, namely:
- (i) car dependency should be reduced by locating housing closer to employment, education, health facilities, shops, leisure and local facilities;
 - (ii) the majority of new development should be located in and adjacent to the main urban areas;
 - (iii) the role of market towns and large villages in providing employment and services to a rural hinterland should be sustained;
 - (iv) careful examination of how a community or group of communities functions is required; and
 - (v) the quality and character of the rural areas should be protected.
- 3.27 The role of the Core Strategy is to translate these principles to the local level. It has done this through the Settlement Hierarchy (SP19), which identifies a range of settlement types throughout the district, and considers the development potential appropriate to each type.
- 3.28 The following two tables **summarise the Settlement Hierarchy** and the distribution of new homes within it. The detail can be found in Section 4 on Spatial Planning.

Table 3.2 – Proposed housing distribution across the district up to 2026

From: 2009-2026	Ipswich Policy Area	Felixstowe Walton & the Trimleys	Market Towns	Key & Local Service Centres	District wide (Windfall)	TOTAL
Outstanding planning permissions (discounted by 10%)	290	170	390	560		1,410
Urban Potential (large brownfield)	220	250	400	170		1,040
Outstanding housing allocations from previous local plan	0	0	150	80		230
Small windfall (small brownfield)	Included in total to right	Included in total to right	Included in total to right	Included in total to right	540	540
New allocations (greenfield)	2,000	1,000	950	490		4,440
TOTAL	2,510 (150 p.a.)	1,420 (80 p.a.)	1,890 (110 p.a.)	1,300 (80 p.a.)	540 (30 p.a.)	7,660 (450 p.a.)
% of new dwellings total	33%	19%	25%	17%	7%	100%

Table 3.3 – Percentage increase of existing housing stock from the Core Strategy

Area	Existing Housing Stock April 2009		Identified New Housing			Totals 2026 (existing stock + new housing)	
	Units	%	Units	% of new housing	Per annum	Units	% of total housing stock
Ipswich Policy Area	12,109	21%	2,510	33%	150	14,619	22%
Felixstowe Walton & the Trimleys	13,740	24%	1,420	19%	80	15,160	23%
Market Towns	11,743	20%	1,890	25%	110	13,633	21%
Key & Local Service Centres	17,216	30%	1,300	17%	80	18,516	28%
Other villages and countryside*	2,947	5%	-	-	-	2,947	5%
Windfall (unidentifiable small sites)	-	-	540	7%	30	540	-
District Total	57,755	(100%)	7,660	100%	450	65,415	100%

* Note: Windfall numbers are included only for the third phase in accordance with national planning guidance. Windfall sites may occur in all settlement types including those classified as Other Villages and Countryside but the locations and timing cannot be predicted.

Enabling a 15 Year Housing Land Supply

3.29 It is a requirement of PPS3 that local authorities set out in their Development Plan Documents the strategy for enabling continuous delivery of new housing for at least 15 years from the date of anticipated adoption of the document. This should entail the identification of a “flexible, responsive supply of land.”

3.30 The fifteen year period should be broken down as follows:

First 5 years	Sufficient specific, deliverable sites should be identified
Second 5 years	Specific, developable sites should be identified
Final 5 years	Where possible specific, developable sites should be identified. Where it is not possible to identify specific sites broad locations for future growth should be indicated

3.31 “**Deliverable**” means the site is available now, is suitable and housing is achievable within the 5 year period.

3.32 “**Developable**” sites should also be suitable and with a reasonable prospect that the site could be developed at the point envisaged.

3.33 In addition, allocations need to be phased in order to ensure a continuous 15 year supply of housing land in accordance with national policy. The starting date for the phasing of allocations is 2011, the target date for the adoption of the Core Strategy. There will then be three periods each of 5 years. The target is a regular and consistent supply of housing over each of the periods. In reality, allocations will not be evenly distributed across the three periods given that:

- there will be a supply of housing land granted planning permission and still undeveloped at 2011. This will provide a significant contribution towards the first phase. The effects of the current economic recession indicate that these

planning permissions will take longer to build out than originally envisaged; and

- “windfall” will provide a source of housing but for the purposes of calculating new provision can only be taken into account in the third period.

3.34 Therefore, in order to maintain a regular and even supply of housing land across the three periods, the second period will require more allocations than each of the other two.

3.35 The proposed indicative phasing of allocations (on both ‘brownfield’ and ‘greenfield’ land) is shown in Table 3.4. An updated housing trajectory (see glossary) will be provided annually as part of the Annual Monitoring Report. The precise site locations and associated phasing of housing delivery will be set out in supporting Development Plan Documents.

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Table 3.4: Indicative Phased Release of New Allocations

	Dwellings	Nature of Housing Allocations
PHASE 1: 2011-2016	665	Specific, deliverable
PHASE 2: 2016-2021	2,265	Specific, developable
PHASE 3: 2021-2026	1,510	Broad location
TOTAL	4,440	

Years are from 1st April to 31st March

Target for Previously Developed ‘Brownfield’ Land

3.36 The priority will be to find and allocate previously developed ‘brownfield’ sites if at all possible with ‘greenfield’ sites being developed second. Given the nature of the district, few sizeable brownfield land opportunities as defined in Planning Policy Statement PPS3, exist. What does exist however are previously developed greenfield sites e.g. old farm complexes, piggeries etc some of which could usefully be considered for redevelopment having regard to the overall strategy for the district. When looking to allocate sites these will be considered ahead of “new” greenfield land. The Council proposes a target of 50% of dwellings being built on brownfield/previously developed greenfield land in Suffolk Coastal in the period 2009 to 2026. This is considered to be the maximum realistic target for the district rather than the regional target of 60%. Even then it is a challenging target given:

- the overall lack of previously developed land;
- the need to consider the retention of sites in employment use given their contribution towards the strategy for the rural economy; and
- the need to make allocations on ‘greenfield’ land as extensions to existing settlements in order to achieve housing targets set by the Regional Spatial Strategy

3.37 However, it could be achieved, based on the nature of existing planning permissions, the forecasts of urban potential and the underestimation of ‘windfall’ sites.

Objective 3 - Local Housing

To provide for the full range of housing needs within the district.

- 3.38 **Summary Outcomes:** *Housing will be created of a type, size and tenure appropriate to the needs of the district including supported housing for vulnerable groups, established through research and monitoring. New affordable homes for rental and assisted purchase will be created. The level of need will be monitored and if house prices escalate more than incomes there will be an increasing need to be met. Where there is a demonstrable requirement, smaller homes will be available. Other needs will also be met such as those of the local Gypsy, Traveller and Travelling Showpeople communities.*

House Size, Type and Tenure

- 3.39 In addition to ensuring a supply of housing land it will also be necessary to ensure that the size, type and tenure mix of housing built in Suffolk Coastal is reflective of its needs.
- 3.40 To achieve this, the general starting point will be that all large (5 or more units) housing developments will be expected to provide a mix of house types, sizes and tenures that meet the profiles set out in the Strategic Housing Market Assessment and Local Housing Assessment. On large allocations made in the LDF a guide to the mix of house types and sizes will be provided by the Council at the individual site level through a Development Brief.
- 3.41 As a general rule across the district the proportions shown in Table 3.5 should be sought in terms of house size. These have emerged from the Local Housing Assessment. The achievement of these targets will be monitored.

Strategic Policy SP3 – New Housing

The strategy will be to increase the stock of housing to provide for the full range of size, type and tenure of accommodation to meet the needs of the existing and future population, including Gypsies, Travellers and Travelling Showpeople. This includes providing housing that will encourage and enable younger people to remain in the district, but also addresses the needs of what is currently an ageing population.

In doing so, maximum use will be made of the existing stock through conversion, adaptation or extension and targeting new provision to meet identified shortfalls and longer term needs.

Such provision is to be made in a manner that addresses both the immediate needs of the local resident population and the longer-term, future needs of the population, in accordance with the principles of sustainable development and sustainable communities.

Table 3.5 Target proportions of house sizes

Bedrooms	Open Market Housing	Affordable Housing	All Sectors
1	6%	43%	13%
2	32%	31%	32%
3	39%	16%	35%
4+	22%	11%	20%

Due to rounding columns may not add up to 100%

Table to be updated on a regular basis to reflect latest published guidance

Affordable Housing

3.42 A proportion of the total of new homes will need to take the form of **'affordable housing'**. Affordable housing in this Core Strategy is defined as in the national planning policy, Planning Policy Statement 3 (PPS3) on Housing. This is as follows:

"Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:*

- (a) Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.*
- (b) Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision'.*

Social rented housing is:

'Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime...It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

Intermediate affordable housing is:

'Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (eg HomeBuy), other low cost homes for sale and intermediate rent.'

The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.'

** Eligible is defined in PPS 3 Housing*

3.43 The District Council commissioned a Local Housing Assessment, completed in July 2006, which identified the affordable housing need of the district as 24% of all new homes. Policies SP1, SP19, DM1 and DM2 provide the framework within which to provide the estimated 1,850 affordable homes required over the period 2009 to 2026. The breakdown of these homes will be:

- 75% social rented homes and
- 25% intermediate affordable homes

3.44 These targets will be monitored and may be modified to take account of up-to-date housing needs surveys.

3.45 The targets are to be achieved primarily by two means (see policies DM1 and DM2):

i) A proportion of new housing developments granted consent. These will normally be within settlement envelopes and will include a proportion of the allocations made in the Site Allocations and Area Specific Policies Development Plan Document. The proportion will be 1 unit in 3 to be an affordable one and the threshold before the policy comes into play will be:

- 3 new homes in Key Service Centres, Local Service Centres and Other Villages (see settlement hierarchy); and
- 6 new homes in Major Centres and Market Towns

ii) 'Exception' sites that have not been allocated and would not normally receive planning permission (normally because they lie outside the "village envelope"). Here, all of the homes should be affordable ones. However, a maximum of one in three units could be a home for sale on sites put forward by parish councils through parish plans. The actual number will depend upon local circumstances, local need and the overall viability of a scheme.

3.46 This strategy for achieving affordable housing has been validated in respect of its viability. The monitoring process will continue to evaluate viability issues such as the housing market and the cost of providing services in order that the policies can be re-examined in a future review of the Core Strategy.

Gypsies, Travellers and Travelling Showpeople

- 3.47 A review of the Regional Spatial Strategy requires the provision within Suffolk Coastal of 31 **residential pitches** for Gypsy and Traveller families in the period 2006 to 2011. This figure is based on a local Gypsy and Traveller Accommodation Assessment (GTAA). The RSS requires thereafter that provision should be made for an annual 3% compound increase.
- 3.48 In addition it is suggested that Suffolk Coastal might accommodate a site for **transit pitches** in the Ipswich/Felixstowe area as well as **plots** for Travelling Showpeople.
- 3.49 In Suffolk Coastal the need is for 'New Travellers' many of whom have lived within the district for a number of years but without provision of authorised sites. Given the nature of the needs of New Travellers it is unlikely that single, permanent facilities such as would be found on a more traditional authorised Gypsy site will be effective. A creative and, perhaps, more innovative approach is likely to be required working with the Travellers and the local communities to secure a satisfactory outcome. Should this involve specific areas of land, whether sites or broad locations, these will be identified in the Site Allocations and Area Specific Policies Development Plan Document and be the subject of public consultation.
- 3.50 With regards to increased pitch provision over time, the Council does not intend to - apply the 3% increase set out in the RSS but rather rely on updated needs assessment. The reason for this is the population make-up of the local groups.
- 3.51 In respect of Travelling Showpeople, the Council will liaise directly with The Showmen's Guild and the owners and occupiers of the one site within the district. If a need for increased provision can be demonstrated, land for Travelling Showpeople would be made in the Site Allocations and Area Specific Policies Development Plan Document.

Strategic Policy SP4 – Gypsies, Travellers And Travelling Showpeople

The Council's strategy for addressing the needs of Gypsies, Travellers and Travelling Showpeople as identified in the single-issue review of the Regional Spatial Strategy is:

- Given that they represent almost all of the identified need in this District and their needs are not easily met by the provision of permanent sites, to liaise directly with the 'new' traveller groups themselves on their needs and how these might be met;
- To maintain discussions with local parish councils currently affected by illegal/unauthorised encampments;
- To discuss potential approaches to the issue with local landowners such as the Forestry Authority;
- To work with adjacent authorities to identify a suitable site for transit use; and
- To assess proposals for new encampments against criteria set out in Development Management policy DM9.

In respect of Travelling Showpeople, the Council will liaise directly with The Showmen's Guild and the owners and occupiers of the one site within the district. If a need for increased provision can be demonstrated, land for travelling showpeople would be made in the Site Allocations and Area Specific Policies Development Plan Document.

THE ECONOMY

Objective 4 - Economic Development

To support the growth and regeneration of the local economy and to build on those elements of its unique economic profile that are identified through the Regional Spatial Strategy (the East of England Plan) as being of sub-regional, regional and national significance.

- 3.52 **Summary Outcomes:** *To deliver a network of employment sites of a size, quality and in locations that:*
- *accord with the Settlement Hierarchy*
 - *best meet the needs of existing businesses*
 - *are able to support the growing sectors of the local economy and*
 - *where appropriate, contribute to regeneration.*

The Need for New and Retention of Existing Jobs

- 3.53 The East of England is one of the fastest growing regional economies in the UK. Within it, the Haven Gateway Sub-Region (See Map Appendix A) is a designated Growth Point. The Regional Spatial Strategy identifies a need for no less than 30,000 new jobs within the Suffolk part of the Haven Gateway sub-region in the period 2001 to 2021 of which Suffolk Coastal will be expected to provide land to accommodate a minimum of 8,000. It is expected that these jobs will be provided over a wide variety of economic sectors including health, retail, tourism etc. This section concentrates on those jobs within B1, B2 and B8 uses such as offices, manufacturing as well as storage and distribution for which development land is more normally required. Critical to the creation of new jobs is ensuring that the existing employment base is secured and supported. Support will also include working with others to secure improved broadband provision which is seen as being increasingly vital if the local economy is to remain buoyant and to ensure that that key employment sectors retain their national and sub-regional significance.
- 3.54 Across the district employment land will be established or protected in order to support jobs to complement housing growth and to underpin and diversify the local economy in accordance with the Settlement Hierarchy. This is particularly significant in the southern part of the district where economic development within Suffolk Coastal contributes to the needs of the wider Ipswich area. In particular BT Adastral Park at

Martlesham Heath and Felixstowe Port are both identified as being of strategic importance within the sub-regional and national economies.

- 3.55 Given this regional strategy of locating major employment (and housing) growth in the southern part of the district around the major centres of Ipswich and Felixstowe, the focus of further economic development is therefore well related to these areas. Where additional land is identified as being needed to support the continued expansion of the Port and its associated port-related uses, however, it is acknowledged, that such locations may need to be found both within and outside of the district along the A14 corridor.
- 3.56 Elsewhere, small and medium enterprises, which comprise the major element within the local economy, will be supported prosper and grow due to a combination of suitable land, premises, adequate infrastructure and a labour supply with the necessary skills. Improved opportunities for higher and further education locally will have a significant role to play in supporting local businesses.
- 3.57 The transport infrastructure will need to develop to support this business growth and development of the rail network, particularly the freight connection from Felixstowe to Nuneaton, is important for the development of the Port and reducing road usage. Greater use and improvement of the two passenger rail lines within the district and upgrading the A12 must be encouraged (see Transport). There will also be improved transport links between the rural communities so they can have better access to training and educational facilities and to employment opportunities.
- 3.58 Appropriate incentives and planning policies will need to be developed to ensure business will want to locate in the area. The increasing role of social enterprises is also important. One means of achieving this is to ensure that adequate land and buildings are available through the identification of new areas for employment uses. These will be identified in the Site Allocations and Area Specific Policies Development Plan Document.
- 3.59 Another source are those sites that are in existence now and that may be under pressure for redevelopment for other uses, most noticeably housing given the higher land values. Such sites and buildings should be protected wherever a need can be demonstrated.

Strategic Policy SP5 – Employment Land

The Core Strategy will make provision for at least 8.5 hectares of new employment land within the district in support of business and to help facilitate the provision of new jobs. This represents its contribution towards the creation of new jobs that the Regional Spatial Strategy requires for the Suffolk part of the Haven Gateway sub-region.

Three areas are identified as Strategic Employment Areas. The first two have a regional significance and are identified as key economic drivers for the Haven Gateway sub-region. The third is of strategic significance due to its overall size and mix of uses and the number of jobs it supports. The Council will support the retention, expansion and consolidation of these areas subject to conformity with the remainder of the strategy:

- Felixstowe Port;
- Martlesham Heath Business Campus, including Adastral Park; and
- Ransomes Europark as part of a wider employment corridor extending into Ipswich Borough.

With regard to Felixstowe Port, in addition to the Felixstowe South Re-configuration works that are currently underway, this includes provision of additional sites for necessary supporting port-related uses.

In respect of Martlesham Heath, the opportunity is available to create a high-tech business cluster, building on BT's research and development headquarters at Adastral Park. Specific encouragement will be given to the location of other high tech information, communication and technology sector businesses in this area that would benefit from co-existence over other more general uses.

Elsewhere across the district there are a number of employment areas that are significant at the district level. These are identified as General Employment Areas and will be identified in the Site Allocations and Area Specific Policies Development Plan Document and will be shown on the Proposals Map. The appropriate uses in General Employment Areas will normally be B1, B2 and B8 uses unless specified in specific policies. Other ancillary uses such as take

away food, nurseries/crèche, and leisure may be appropriate if the primary purpose is to provide a service to local workers and not a wider area.

The strategy of creating new employment land will be complemented by one of protecting existing land.

Note: Other employment areas exist at the local level. These are too numerous to identify in the Core Strategy but this should not be interpreted as undervaluing their significance to the local economy.

Economy and Regeneration

3.60 Although the economy of the district is generally sound and social deprivation not prominent, there are areas where the Council considers regeneration to be a priority. These occur primarily as a result of external influences such as changes in the way the public spends its holidays or spends its money, and the closure or decline of large employers. The Council needs to minimise the effects of such changes and encourage initiatives to introduce new employment-generating activities that help to diversify local economies. Strengthening particular types of uses such as tourism, or introducing higher value jobs to these areas will be important. In relation to Felixstowe, improving awareness of the scale and range of employment related to, or reliant on, the Port will be important. Alongside that encouragement will be given to other employment uses with the aim of creating a greater diversity within the local economy.

3.61 Area Action Plans where regeneration is a major theme will be prepared for, Felixstowe and Leiston and Saxmundham jointly.

Strategic Policy SP6 – Regeneration

Economic Regeneration, including diversification, is considered to be a priority in the following areas:

- The resort of Felixstowe, largely a result of changing holiday patterns; and to lessen reliance on the port
- The rural areas, largely as a result of the decline in the agricultural economy;
- The town of Leiston, where the decommissioning of Sizewell A nuclear power station has added to the impact of the decline in local engineering;
- The town centres, where concern exists over the impact of out-of-town stores as well as the growth of the Ipswich retail economy; and
- Saxmundham, where limited employment opportunities and community facilities has led to outward commuting.

Objective 5 - The Rural Economy

To sustain, strengthen and diversify the rural economy

- 3.62 **Summary Outcome:** *To enable the rural economy, particularly the farming industry, to adapt to changing conditions and working practices, including through diversification of the rural economy. In doing so, a balance will need to be struck to ensure that the prospect of a prosperous rural economy, with its benefits of vibrant communities and local jobs is not outweighed by the potential disbenefits of impact on the environment and local residents, particularly by inappropriate traffic movements.*
- 3.63 Although, overall, the economy in Suffolk Coastal is strong, one of the key issues is to ensure that wealth is created more widely throughout the district, in particular, where there are weaknesses in some rural areas.
- 3.64 The strategy for the rural area and a key element of the LDF is to ensure that opportunities to maximise the economic potential of the rural areas in accordance with the Settlement Hierarchy (SP19) are taken, particularly where this will secure employment locally. However, support will only be offered where it can be proven that the use will have no adverse impact on the built or natural environments and is compatible and well related to the settlement pattern. In relation to individual proposals, issues such as scale, access to the main road networks, to markets, labour etc. will be important.



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Strategic Policy SP7 – Economic Development in the Rural Areas

Opportunities to maximise the economic potential of the rural areas, particularly where this will secure employment locally, will be generally supported.

The Council's Strategy will involve:

- Fostering the maintenance and expansion of existing employment and creation of new employment in the market towns of the district and at other settlements in accordance with the Settlement Hierarchy;
- Encouraging small-scale farm and rural diversification enterprises that are compatible with objectives in respect of the environment and sustainability and that accord with the Settlement Hierarchy;
- Supporting agriculture; and
- Expanding the tourism offer where it is compatible with the objectives in respect of the environment and SP8

Objective 6 - Tourism

To promote all year round tourism based on the environmental, cultural and social attributes of the area

- 3.65 **Summary Outcome:** *To facilitate and support the creation of a tourism industry locally that is built on and complements the character of the area and that supports local economic regeneration. This will seek to increase the attraction of the district as a tourist destination, enable the enhancement of existing and provision of new, tourist facilities and attractions that are respectful of the environment, and recognise the value of the environment, particularly the Area of Outstanding Natural Beauty and to a more limited extent the estuaries, as attractions in their own right. Implementing management strategies that control visitor access and visitor numbers at tourist "hotspots" and particularly sensitive locations will be key to a successful tourism strategy.*
- 3.66 *The strategy will also focus on the role that tourism is expected to play in helping to maintain and regenerate the area's seaside towns of Felixstowe and Aldeburgh. As part of this strategy tourist accommodation should be protected and enhanced, particularly in the resorts.*

3.67 The diversity of the environment within the district as well as its rich history and culture enable it to appeal to a variety of tourist markets ranging from day visitors, short breaks, business tourism and traditional summer holiday type uses. It is within easy reach of large sections of the population in the South-east and Midlands. The opportunity also exists to raise the profile of the area as a place to visit by foreign tourists linked with the 2012 Olympics as few visit the area at present. Increasingly, the district is also seen as an area attractive to second homeowners, with its implications for the local housing market.

3.68 The tourism appeal of the district to the west of the A12 receives less attention but to the east with its forests AONB, Heritage Coast and seaside towns and villages has resulted in some places in significant adverse impacts on the host communities. Also, due to the soft nature of the coastline, erosion and risk of flooding present a continual threat in some areas.

3.69 Improving what is on offer to the tourist including how it is managed is a Council priority, not only for the wider district, but also particularly in relation to its role in the regeneration of Felixstowe, and to the continuing prosperity of the market towns. Improving the tourism potential of Felixstowe is seen as an important element in achieving the regeneration of the town. Providing continued support in principle to the tourist industry will therefore, remain a priority within the Plan. At the same time, it is recognised that such support needs to be tailored to ensure that any expansion does not materially harm, in particular, the natural and built environment assets that are the main attractions for visitors to the area and which are so important to the quality of life of local residents.

3.70 In recognition of the diversity of the nature of and tourist appeal of different parts of the district, a discerning approach to existing and new tourist provision will be applied. It comprises a policy whereby the district is divided into distinct areas where the tourism potential will be managed, encouraged or resisted. The result is a hierarchy of tourism development, linked to the hierarchy of settlements. This has the ability to balance the advantages of tourism to the economy and the disadvantages of impact on the environment.

Strategic Policy SP8 – Tourism

Tourism is an important element of the district economy. Suffolk Coastal possesses a high quality built and natural environment, rich in history and culture, within easy reach of large numbers of people from within and outside of the area. In order to manage tourism in a way that protects the features that make the district attractive to visitors, proposals for tourism-related development will be determined by its capacity to absorb new development and additional activity.

The areas are:

- a. The resort of Felixstowe, located on the coast and adjacent to the AONB, which is a priority for new tourist activity;
- b. The market towns of Framlingham, Leiston and Saxmundham. These are considered to have the capacity to absorb some modest development thereby taking pressure off the more sensitive areas;
- c. Aldeburgh and Woodbridge. Two small towns in sensitive locations within and adjacent to the AONB respectively. The protection of their settings will be of prime importance;
- d. The Heritage Coast. The environment is of national significance and the only development to be permitted will be individual conversions to tourist accommodation to a high standard of design;
- e. The Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Development will be restricted to conversions and improvements/minor extensions to existing facilities within sustainable surroundings where a landscape assessment shows these could be accommodated with no adverse impact;
- f. The remaining area east of the A12. In addition to new facilities through conversions or extensions to existing facilities, modest new developments in sustainable locations; and
- g. The area west of the A12. This area has the potential to absorb additional tourist pressure and subject to the implications for the environment, including the generation of traffic, the Council will support and promote tourism west of the A12.

Applicants will be expected to undertake biodiversity and habitat assessments and to ensure that any development of tourism

related facilities does not result in noise and/or air pollution and that it conforms to other environmental protection policies. 'Green' tourism and the use of public transport will be encouraged. Where necessary, the Council will support the introduction of local management solutions to the problems created by tourism/visitors.

Objective 7 – Felixstowe and the Market Towns

To sustain and enhance the vitality and viability of Felixstowe and the market towns (Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge) as retail, service, and employment centres serving their local populations and that of their neighbouring rural communities.

3.71 Summary Outcome: *To support and enable Felixstowe and the five market towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge to retain their individual character and local distinctiveness and to continue to act as a focus for the provision of services and facilities for residents and businesses across the more rural parts of the district in accordance with the Settlement Hierarchy. They will be the focus for investment particularly in terms of services and public transport.*

Introduction

3.72 The Suffolk Coastal District comprises a large geographic area with over 100 towns and villages of varying size, many providing a range of facilities as set out in the Settlement Hierarchy.

3.73 The **five market towns** in the district have a vital role to play in serving their neighbouring rural communities as service centres, as does Felixstowe. Whilst the Settlement Hierarchy sets out the provision of facilities and scales of development that can be expected of a market town, it is equally important to recognise the unique character and role played by each. (see Section 4 policies SP21 –SP26). A key feature of their individual identity is the quality and character of their town centres, and it is this that also makes them attractive as tourist destinations. It is vital, therefore, to ensure that the planning framework facilitates the continuing strength of town centre

retailing and services in the market towns. By developing this approach it will also reduce travel requirements and make a contribution to reducing greenhouse gas emissions. It is also vital that enterprise is encouraged in our rural areas and market towns.

- 3.74 With regard to retail provision, the district is served by a retail hierarchy that stretches beyond the district boundaries. Ipswich and Norwich are major retail centres; Lowestoft and Bury St Edmunds are regional centres. Research into retail provision undertaken both within the region as a whole and within the district itself did not identify any need for major new provision within the district to meet existing need or future demand. Instead emphasis within the district is on maintaining and enhancing the viability and vitality of existing retail centres, particularly the market towns (see Objective 7) as well as making proper provision for new forms of retail distribution.

Retail Provision - Town Centres

- 3.75 Within the district the main retail centres are the six town centres in the district - Felixstowe and the five market towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge. A retail study carried out in 2003 and updated in 2008/9 shows a provisional capacity for additional floorspace in all town centres given the predicted increase in residents' spending, particularly where the strategy is one of planned growth. The exception is Aldeburgh in respect of convenience floorspace, there being sufficient in the town now to meet future needs. The Retail Study includes predictions up until 2025; the extension of this to 2026 will be included within the next review. The study identifies the capacity within each town centre as follows:-

- 3.76 The Local Development Framework will enable the creation of this additional floorspace through:

- allocations where appropriate in the Site Allocations and Area Specific Policies Development Plan Document; and
- the granting of planning permission for specific proposals (having regard to national policy contained within Planning Policy Statement 4, Planning for Prosperous Economies, and the retail studies 2003 and 2008/9); and
- Area Action Plans.

- 3.77 Any changes to the town centre boundaries will be identified in due course through the Site Allocations and Area Specific Policies Development Plan Document or the Area Action Plans.

Other Retail Centres

- 3.78 The district is also supported by a number of District and Local Centres in the towns and villages throughout the area. These provide an important role in serving their local communities, supporting day to day needs and helping to address social issues of isolation. Emphasis is on retaining and enhancing these facilities where appropriate.

- 3.79 In addition, the population is served by substantial out-of-town retail stores and centres at Martlesham and Purdis Farm. The further development at these centres will be resisted where it would compete to the detriment of the viability of the market towns.

- 3.80 No need has been proven requiring a new retail centre to be provided. However, district/local centre provision will be required to serve new housing development and where appropriate to support new business provision.

SQM net Convenience	FELIXSTOWE	WOODBIDGE	ALDEBURGH	SAXMUNDHAM	LEISTON	FRAMLINGHAM
By 2025	1,374	840	-66	1,024	893	319
SQM net Comparison	FELIXSTOWE	WOODBIDGE	ALDEBURGH	SAXMUNDHAM	LEISTON	FRAMLINGHAM
By 2025	10,733	9,193	647	1,663	2,378	1,185

Strategic Policy SP9 – Retail Centres

Emphasis within the district will be on maintaining and enhancing the viability and vitality of existing retail centres, and making proper provision for new forms of retail distribution. No need has been proven requiring a new retail centre to be provided.

Retail centres are considered to consist of:

- Town centres (Felixstowe, Aldeburgh; Framlingham, Leiston, Saxmundham and Woodbridge);
- Martlesham Retail Park; and
- District and local centres in the towns and settlements throughout the area.

The scale of new floorspace provision associated with each of the above is set out in the Settlement Hierarchy. The boundaries of town and district centres together with any new retail allocations will be defined in the Site Allocations and Area Specific Policies Development Plan Document or Area Action Plans.

3.83 To secure at an appropriate time any identified necessary improvements to the transport network where this is required to support the scale and distribution of new housing and employment development as set out in the Settlement Hierarchy (SP19).

3.84 To continue to recognise that the nature of the district is such that use of private motor vehicles will remain important particularly within the rural areas and reflecting this in standards of provision for off-road parking. At the same time, supporting innovative approaches to the provision of public transport across these more rural areas to help address problems of rural isolation.

3.85 To work with others, particularly the highways agencies and neighbouring local authorities to identify longer term solutions which may be necessary to help ensure that both the A14 and A12 are able to continue to operate as strategic routes.

Transport Provision

3.86 A key objective of national policy, reflected in this Core Strategy, is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling, thereby helping to reduce CO2 emissions and encouraging a healthier lifestyle.

3.87 Accordingly, new development that is likely to generate significant journeys in terms of numbers and length should be sited in locations that are, or have the potential to be, well served by public transport, walking and cycling. The most accessible locations tend to be the major urban areas, market towns and key service centres.

3.88 At the same time, the district has an important role to play within the regional and national economy. The Port of Felixstowe in particular, operates as an important gateway between the rest of the UK, Europe and the Far East. It is for this reason that the A14 is designated a European Transport Route.

3.89 The A12 is an important route serving the growing and expanding Low Carbon Energy Corridor between Sizewell and Lowestoft.

3.90 The transport strategy therefore promotes a twin approach in support of the wider spatial strategy. On the one hand, it supports and promotes more sustainable choices for people, particularly in relation to local journeys. This means identifying key public transport links where investment should be concentrated as well as improvements to the

TRANSPORT

Objective 8 - Transport

To enhance the transport network across the district

3.81 **Summary Outcome:**

3.82 To work with partners and developers to provide an integrated and well managed transport system (both within and beyond the District boundaries), that meets the needs of residents and business including minimising the need for people to travel by private car, making the most of opportunities for freight to be moved by means other than road and ensuring that improvements are made to public transport and the to the local foot and cycle networks particularly where they provide access to local facilities.

local foot and cycle path network where walking and cycling offer realistic alternatives to journeys which would otherwise be made by car or other private motor vehicle. Developer contributions will be a key source of funding but must be supported by strong partnership working if maximum benefit is to be achieved.

- 3.91 The second strand is to manage traffic movements on the strategic road network to support wider regional and national economic objectives. In relation to the A14 and A12 a number of junction improvements are already programmed in association with new large scale development within and outside the district e.g. at Seven Hills interchange and Copdock interchange. Upgrading the rail line from Felixstowe as part of the Felixstowe South Re-configuration port improvements will enable more container traffic to be taken off the A14. Recently completed improvements to the East Coast Rail Line between Ipswich and Lowestoft will allow the introduction of hourly services thereby making the train a realistic alternative to the A12. The Council will continue to work with and lobby the relevant highway and planning authorities to secure improvements or alternatives to these routes.

The A14 and A12

- 3.92 At the national and sub-regional level the A14 and A12 are important road arteries which serve the dual purpose of providing strategic links to the wider road network and employment centres as well as local access. It is essential if the development strategy for the district is to be successful, that these routes can function as they should. Responsibility for ensuring that the efficiency of these routes is maintained rests with the Highways Agency and Suffolk County Council, but is influenced by longer term development plans as set out in the Regional Spatial Strategy – East of England Plan as well as those of the local planning authorities whose areas they traverse. The impact of development on the functioning of this strategic route network is therefore primarily a matter for the Regional Spatial Strategy and the transport assessment work which underpins that document. The two key transport studies which underpin the current adopted RSS are the Newmarket to Felixstowe Corridor Study (August 2005) and the Haven Gateway Ipswich A14 Corridor Study (July 2007). In relation to Suffolk Coastal, the latter document in particular provides the background for the current approach to managing traffic movement on the A14 between Felixstowe and the western side of Ipswich, and the acknowledged pinch point of the Orwell Bridge.

A14

- 3.93 The A14 plays an important dual role as a strategic and local route. At the strategic level it forms part of the trans-european road network linking the port of Felixstowe with the rest of the UK, Europe and other global markets. Future sites which may be required for off-site Port related activities should be located on or well related to this transport corridor.
- 3.94 At the local level it is an important east / west route providing road access to the strategic employment sites at Felixstowe and Ipswich, and to Martlesham and Woodbridge on the A12. Parts of the A14 route where it crosses Suffolk Coastal District area as well as Ipswich Borough Council and Babergh District Council areas, for example the Orwell Bridge or Seven Hills or Copdock Interchange junctions where the A12 and A14 combine into a single route suffer from traffic congestion problems. Transport evidence underpinning the Regional Spatial Strategy – East of England Plan (Haven Gateway Ipswich A14 Corridor Study (July 2007) confirmed that around 40% of traffic on the Orwell Bridge was local trips and suggested a number of short (2011), medium (2016) and longer term measures (2021), to address these problems. In essence, the short and medium term solutions are for a combination of traffic management measures aimed at reducing the amount of short distance local traffic movements thereby enabling the route to fulfil its strategic role. This includes giving careful consideration to the siting of new development; improving public transport provision both in terms of quantity and quality; and encouraging and providing for, foot and cycle provision. It is accepted that in the longer term more significant improvements will almost certainly be required, whether this be widening the existing route or providing new strategic alternative provision such as an alternative relief road for example to the north of Ipswich. Such long term solutions are however a matter for the review of the Regional Spatial Strategy to address. Current emphasis remains on managing local traffic movements.
- 3.95 Other junction improvements are known to be required in conjunction with major new development. Within Suffolk Coastal District area, the Felixstowe South Re-configuration (FSR) includes improvements to the A12/A14 junction at Copdock.

A12

3.96 The A12 is a valuable artery running north south through the district, connecting the rural areas with the primary route network and the rest of the country. It is essential to the local economy within and beyond Suffolk Coastal district, linked to opportunities associated with the energy industry and the Low Carbon Energy Corridor which is developing between Sizewell and Lowestoft and as a tourist route. However, journey times are hampered by stretches of single carriageway and reduced speed limits north of Woodbridge. In order to maintain quality of life for those residents living alongside the route however, reduced speed limits are necessary. Discussions are currently underway regarding the possible provision of a by-pass or other solution for Farnham, Little Glemham, Marlesford and Stratford St Andrew (known colloquially as the “4 village by-pass”) where the road is particularly narrow and twisting with buildings located very close to the road line.

3.97 The Council’s preferred approach to this northern section of the route is to support in general its up-grading, given its importance to local traffic movements to much of the district, and the lack of suitable alternative routes, particularly for delivery and other heavy goods vehicles. Such support is, however, subject to consideration of other issues, not least the fact that the settlements are located within a Special Landscape Area. Any scheme to improve the road would therefore have to be acceptable in terms of its environmental impact.

3.98 The A12 south of Woodbridge is a dual carriageway but is subject to separate pressure as a result of the strategic levels of both housing and employment growth east of the A12 at Martlesham. A transport assessment has been undertaken to identify the impact of this development on the strategic and local road network and forms part of the evidence base supporting this Core Strategy. In relation to the A12 it identifies the need for improvements to each of the main roundabouts between A1214 and Seven Hills Interchange as a consequence of this scale of development. The timely provision of these improvements will be a requirement of these developments and will be expected to be provided by means of developer contributions.

3.99 To help achieve the Council’s vision, and to ensure the district can continue to meet wider regional objectives, the continual enhancement of all routes will be sought and supported, especially where these are required as part of the infrastructure for new developments. A combined approach working particularly closely or in partnership with other Ipswich Policy Area authorities; regional bodies, the relevant highway authorities and public transport providers will be necessary if this is to be achieved.



SCDC

Strategic Policy SP10 – A14 & A12

The A14 is an important route on the European map providing a link from the Port of Felixstowe to the remainder of the UK and its markets. Ensuring that it continues to function as a strategic route is of national and international significance. Off-site Port related activities should be located on or well related to this transport corridor.

However there are issues around the capacity of the road around Ipswich, particularly that section between the Seven Hills interchange and Copdock including the Orwell Bridge, where the A12 and A14 combine into a single route. This section is also heavily used by local traffic. The Council will work with adjoining authorities and the highways agencies to consider the options in respect of improving capacity and flow, concentrating initially on reducing the impact of local traffic on this route through traffic management type measures, but longer term including the possibility of new routes should this prove necessary.

The A12 is a valuable artery running north to south through the district connecting the rural areas with the primary route network and the rest of the country. It is essential to the local economy as a tourist route and to serve the Low Carbon Energy corridor between Sizewell and Lowestoft but journey times are hampered by stretches of single carriageway north from Woodbridge and reduced speed limits, necessary to maintain quality of life for those living immediately alongside the route, all of which need continuing enhancement.

Subject to conformity with other elements of the strategy, particularly in respect of the environment, the Council supports the provision of improvements to the A12 (north of Woodbridge) including as a first priority, provision of a by-pass or other solution for Little Glemham, Marlesford, Farnham and Stratford St Andrew (the “four villages”) where the road is particularly narrow and twisting with buildings located very close to it.

Improvements to the A12 south from its junction with the A1214 at Martlesham to the Seven Hills interchange will be required in conjunction with strategic employment and housing development proposed east of the A12 with funding provided by means of developer contributions.

Accessibility

3.100 An integral part of the strategy to ensure that the A14 and A12 can continue to operate effectively as strategic routes is to better manage local traffic movements. This requires a multi-faceted approach.

- Location of new development – The Settlement Hierarchy directs new development and service provision to the larger settlements;
- New and improved foot and cycle provision – generally associated with new development, investment will be directed initially to improving and extending the foot and cycle network where these can provide easy access to a range of local facilities e.g. employment, schools, leisure facilities or local shops thereby offering for a range of short journeys a realistic alternative to use of the car and thereby contributing to improving people's health as well as reducing CO2 emissions;
- Improving and investing in public transport – Improvements include upgrading and updating public transport interchanges, bus and rail terminals; using developer contributions to secure up-graded or new public transport routes; and identifying key public transport links both within and between settlements. The need for bus routes to provide access particularly to employment sites has been identified as required between Martlesham and Ipswich; Martlesham and Felixstowe; Martlesham and Woodbridge and between Felixstowe and Ipswich and within Felixstowe to provide access to the docks.

3.101 Across the more rural parts of the district, a range of innovative approaches are being promoted and rolled out which will enable young people and others to access their nearest local town during the day and in the evening e.g. to visit cinema etc. Such schemes also have an important role to play in addressing issues such as rural isolation.

Public transport – rail

3.102 In addition to improving facilities at stations, a proposal by the rail operator to upgrade the service on the east coast line between Ipswich and Saxmundham (initially) and Ipswich and Lowestoft at a later date to an hourly service will make rail a realistic alternative to use of the car or bus for some journeys and relieving traffic on the A12.

- 3.103 The Felixstowe railway line is also an important freight route. A number of improvements are required to this route as part of the port expansion works. Putting more freight on the railway will also help to limit the amount of container traffic on the A14.
- 3.104 Securing improvements will take place both incrementally as and when public funds become available and more specifically in conjunction with major new development proposals, particularly those noted for the area East of A12 at Martlesham and at Felixstowe/ Walton and Trimley villages. The Council will work with neighbouring authorities; highway authority, transport service providers, developers and others to facilitate these improvements.

Strategic Policy SP11 – Accessibility

In order to make the best use of capacity within the local and strategic road and rail networks serving the district, to support the Districts strategic economic role both within the sub-region and nationally, to maintain quality of life and to contribute to reducing the impact of CO₂ on climate change, the District council will work with neighbouring authorities, the highway authority, public transport providers, developers and others to maximise opportunities for local journeys to be made by means other than the private motor car.

In relation to public transport this will include improving both the quantity and quality of the service on offer. In relation to foot and cycle provision this will mean securing safe and easy access to local facilities where walking or cycling offers a realistic alternative for most people.

Where new services and facilities are to be provided by means of developer contributions in association with new developments their timely provision will be secured by means of conditions or legal agreements.

The transfer of freight from road to rail will also be encouraged.

THE ENVIRONMENT

Objective 9 – Climate Change

To adapt to and mitigate against the potential effects of climate change, and minimise the factors which contribute towards the problem.

- 3.105 **Summary Outcome:** *In accordance with national and global priorities, addressing the impact of climate change will be at the forefront of this Core Strategy. This will include addressing impacts internally generated by new development, as well as enabling communities to mitigate and adapt to wider impacts such as sea level rise. As a low lying coastal area parts of the district are particularly vulnerable to rising sea levels, and also susceptible to flooding from the numerous inland rivers and estuaries. The area is also well placed and contributes to energy production at the national and more local level and is part of a low carbon energy corridor.*
- 3.106 *The Council will work with partners to protect and involve the district's communities and minimise new development in vulnerable areas. More generally, it will use the planning system and other partnership-led initiatives – low energy use, sustainable construction methods, alternative modes of travel etc - to minimise the impact of climate change and reduce the carbon footprint of the district and to help meet regional and national reduction targets.*



SCDC

Strategic Policy SP12 – Climate Change

The District Council will contribute towards the mitigation of the effects of new development on climate change by:

- Ensuring development minimises the use of natural resources by utilising recycled materials where appropriate, minimises greenhouse gas emissions, incorporates energy efficiency, encourages the use of public transport, helps to reduce waste and minimises the risk of pollution;
- Encouraging and promoting schemes which create renewable energy where consistent with the need to safeguard residential amenity, the environment and the landscape;
- Minimising the risk of flooding and ensuring appropriate management of land within flood plains; and
- Improving the process of estuary and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions

The approach towards sustainable means of construction is addressed in the Design section (chapter 5) of this Core Strategy.

Renewable Energy

- 3.107 The Climate Change Act 2008 aims to encourage the transition to a low carbon economy in the UK through unilateral legally binding emissions reduction targets. This means a reduction of at least 34% in greenhouse gas emissions by 2020 and at least 80% by 2050. Suffolk Coastal District Council signed the Nottingham Declaration on Climate Change in October 2006 and committed to producing its own climate change strategy for reducing CO₂ and other greenhouse gas emissions which was agreed in November 2009.
- 3.108 The Government has estimated that around one third of the country's carbon emissions come from energy generation. Through Planning Policy Statement 22: Renewable Energy, it promotes and encourages schemes that utilise renewable energy resources. This should be in tandem with energy efficiency measures, particularly in new development (also see Development Management

Policy DM24 on Sustainable Construction). The recently published National Policy Statement on Energy also indicates a need for new nuclear provision as a low carbon technology.

- 3.109 The Suffolk Coastal area can contribute towards the generation of renewable energy, most notably through biomass schemes and wind power including turbines and landing points to serve off-shore provision. The former will generally be supported, subject to the consideration of proposals for associated buildings and grid connections. In respect of wind power the district's environment is a sensitive one and needs protection. As the concept of renewable energy is promoted at national level, the option of resisting wind power generation entirely is not appropriate. Instead, the Core Strategy will apply regional policy on the subject and generally encourage the generation of renewable energy, most notably to serve local communities, but seek to protect the environmental assets of the area.

Nuclear Power

- 3.110 The Government has determined that new nuclear power stations will be necessary if the UK is to meet its carbon reduction targets and meet the nation's energy needs. Decisions on the potential locations of any new nuclear power stations will be taken at national level and the various regulators would assure safety, security and radiological issues of design proposals.
- 3.111 The role of the planning process will be to consider the suitability of any specific proposal and the mitigation of local impacts only i.e. the planning inquiries into new nuclear installations will not be expected to focus on the merits or otherwise of nuclear power.
- 3.112 Sizewell is one of the locations formally identified as a potential site for new nuclear provision and will be considered as part of the national strategic assessment. If an application for an additional nuclear station were to be made, it would be submitted to the Infrastructure Planning Commission under the Planning Act 2008. The Council would be a statutory consultee. The timeframe for construction of a new nuclear power station should it go ahead would be within the timeframe of this Core Strategy. It is therefore appropriate for this Core Strategy to consider

the local issues and how these issues should be assessed without indicating any support or otherwise for the concept of nuclear power.

- 3.113 Consideration also needs to be given to the fact that development of a nuclear station may be undertaken at the same time as the decommissioning of the Sizewell A station. Sizewell B is currently proposed to generate electricity until 2035.

Flood Risk

- 3.114 The district comprises gently undulating countryside intersected by a number of freshwater rivers such as the Deben, Alde and Ore, which have large flood plains. Much of the coastline is low lying, below sea level, and protected by sea defences against tidal inundation.
- 3.115 Parts of the district are therefore potentially at risk from both fluvial and tidal flood risk and from coastal erosion. Inevitably there are serious concerns about the impacts of coastal erosion and coastal flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore of considerable concern and are key factors in determining the scale and location of development. The implications of flood risk and coastal erosion are different to other environmental concerns, as they can have a direct impact on human health and safety. It is therefore appropriate to raise them separately from other environmental concerns.
- 3.116 The Environment Agency defines flood risk in terms of three Zones:
- Zone 1 has a low probability of flooding
 - Zone 2 has a medium probability of flooding
 - Zone 3a has a greater than 1 in 100 probability of river flooding in any one year or 1 in 200 of coastal flooding
 - Zone 3b is the functional flood plain
- 3.117 In order to assist the process of determining where new development should be located, the Council has commissioned a Strategic Flood Risk Assessment (SFRA). This information will be used to influence the final choice of development sites and the phasing of their development. Further advice in relation to individual sites that are subject to a planning application is already provided by the Environment Agency.

Strategic Policy SP13 – Nuclear Energy

In respect of the possibility of additional nuclear power stations at Sizewell, the Council considers the local issues that need to be adequately addressed consist of at least the following.

- (a) Proposed layout and design;
- (b) Grid connection / power line changes;
- (c) Landscape/visual character assessment including cumulative effects;
- (d) Coastal erosion/coast protection issues;
- (e) Coastal access including the Heritage Coastal Walk;
- (f) (Ecological impacts (on nearby designated sites);
- (g) Construction management;
- (h) A sustainable procurement policy;
- (i) Transport issues such as the routing of vehicles during construction, improvements to the road system (including the A12), and use of rail and sea for access all having regard to such factors as residential amenity;
- (j) Social issues – local community issues during long construction period and the housing of workers in the local area;
- (k) Economic impacts upon the area (including tourism) during and after construction;
- (l) The off-site need for associated land, notably during construction;
- (m) Site decommissioning; and
- (n) On-site storage of nuclear waste;

While recognizing that there will be disbenefits, were development to take place the Council has the opportunity to exploit the potential benefits, notably:

- (o) Opportunities to achieve renown with its associated economic benefits, e.g. a reputation as a 'centre of nuclear excellence';
- (p) The long term implications for housing, both temporary (perhaps with opportunities to become available for local purchase – the 'Olympic Village model') - and permanent; and
- (q) To ensure that the benefits (including financial contributions) are enjoyed by local communities.

3.118 In relation to the Core Strategy, the SFRA has been used to help determine the broad scales and distribution of new development and in the formulation of relevant Development Management Policies. Regard has also been had to national planning policy advice PPS25 Development and Flood Risk. The Environment Agency also holds information relating specifically to areas at risk from coastal erosion which will be used to help determine planning applications within these defined areas.

Other Sources of Pollution

3.119 In respect of air pollution, the Council has declared two Air Quality Management Areas (AQMA's). These are located at specific areas in Felixstowe and Woodbridge. The Council is working on action plans to hopefully secure improvements. Whilst there are no other AQMA identified, there is a potential conflict in siting new development close to the main road networks. Care will need to be taken to ensure that the scale and location of new development does not create new problems that could result in additional AQMA's having to be declared. This may influence the location and mix of uses on potential development sites.

3.120 It is considered that other pollution issues such as those relating to noise, odour and light which can add to the pressures caused by climate change, can be adequately dealt with under generic development management policies, or other legislation. The Core Strategy policies in relation to the siting and potential change of use of existing employment sites are particularly relevant in this context. (DM10 & DM12)

Objective 10 – The Coast

To secure the continuing prosperity and qualities of coastal areas and communities, whilst responding to climate change and the natural processes that occur along the coast

3.121 **Summary Outcome:** *Planning for, and adaptation to, the consequences of climate change on coastal areas will be carried out by:*

- *the co-ordinated application of policies and resources to enable key social, economic and environmental assets to be safeguarded where feasible;*

- *enabling assets and infrastructure (including economic and social infrastructure) to be substituted or adapted where it is not feasible and /or desirable to safeguard them in their current location; and*
- *the risk to people and property being managed to acceptable levels*

3.122 The district's coast is under threat from the sea. It is also a unique area where social, economic, and environmental issues need to be addressed. The approach to the future of the coastal area is set out in policy SP30 The Coastal Zone, Objective 9 and SP12 Climate Change.

Objective 11 – Protecting and Enhancing the Physical Environment

To maintain and enhance the quality of the distinctive natural, historic and built environments.

3.123 **Summary Outcome:** *To promote a spatial strategy that protects and enhances as far as possible the distinctive and valued natural and historic landscape, and the built environment of the district. To ensure, in particular, that where strategic new development takes place appropriate compensatory and mitigatory measures are secured to ensure that any adverse impacts are limited.*

Biodiversity and Geodiversity

3.124 Biodiversity and geodiversity are acknowledged as being of major importance within the district. Biodiversity means the variety of life forms, the ecological roles they play, and the genetic diversity they contain. The coastal areas, in particular, are designated as being of international importance for their wildlife interest, especially over-wintering birds. Biodiversity is important in Suffolk Coastal because of the extent and range of sites and habitats in the district as set out in Table 3.6 below. These comprise sites of international/national importance (Special Protection Areas, SSSIs, Special Areas of Conservation and Ramsar) as well as more locally important habitats such as County Wildlife Sites or Local Nature Reserves. Whilst these designated areas are provided with protection, the potential exists nonetheless for all new developments to look at ways of increasing or protecting biodiversity.

Table 3.6 Areas of Wildlife Importance

Site type	No. of sites
Wetland of International Importance (RAMSAR)	4 (7,917 ha)
Special Protection Area (SPA)	4 (7,917 ha)
Special Area of Conservation (SAC)	5 (3,755.4 ha)
Sites of Special Scientific Interest (SSSI)	45 (10,630 ha)
County Wildlife Sites (CWS)	206 (5,682 ha)
Local Nature Reserve (LNR)	3 (64.9 ha)

3.125 In 1992 the UK was one of 157 nations to sign up to the Convention on Biological Diversity. In 1994 the UK Biodiversity Action Plan was published confirming the government's commitment to the principles and requirements of the Convention. The government recognises that a Biodiversity Action Plan has been prepared for Suffolk. This includes all relevant habitats and species that are identified in the UK Action Plan along with a number of Suffolk 'character' species that had been identified during the process of public consultation. The Suffolk Biodiversity Action Plan is available on the Suffolk County Council website at www.suffolk.gov.uk

3.126 Geodiversity may be defined as the natural range of geological features (rocks, minerals, fossils, and structures), geomorphologic features (landforms and processes) and soil features that make up the landscape. It includes their assemblages, relationships, properties, interpretations and systems. The district contains the following two Regionally Important Geological Sites (RIGS):

- Dunwich Cliffs
- Dunwich Heath Cliffs

3.127 The Council is duty bound to afford protection to areas designated for their geodiversity and biodiversity interest with the highest levels of protection going to those areas of international and national importance. These will be identified on the Proposals Map. The issue in relation to the Core Strategy will be to ensure that sufficient regard is had to these areas when identifying levels and scales of new development to be accommodated throughout the district. Whilst some of the broad locations identified for development are included at this level, it is more of an issue to be addressed at the Site Specific Allocation or Area Action Plan stage where development will, wherever possible, avoid such areas if impact is deemed to be significant and mitigation measures are impractical.

3.128 Overall, the strategy for biodiversity and geodiversity will be for them to be protected and enhanced using a framework based on a network of:

- Designated sites (international, national, regional and local)
- Corridors and links
- The rivers, estuaries and coast; and
- Habitats and species identified in the Suffolk Biodiversity Action Plan and Suffolk Local Geodiversity Action Plan.

Opportunities may also be created in conjunction with the green infrastructure network proposed under policy SP17.

Strategic Policy SP14 – Biodiversity and Geodiversity

Biodiversity and geodiversity will be protected and enhanced using a framework based on a network of:

- Designated sites
- Wildlife corridors and links
- The rivers, estuaries and coast
- Identified habitats and geodiversity features
- Landscape character areas, and;
- Protected species

Sites and species of national and international importance are identified elsewhere and these will be complemented by the designation of those of local importance.

The Suffolk Biodiversity Action Plan and Suffolk Local Geodiversity Action Plan will be implemented. The Strategy will also be to contribute to regional targets through the restoration and creation of new priority habitats as identified in those documents.

Historic Environment

3.129 The importance of buildings and places is also recognised as contributing to peoples' general quality of life. The district contains a rich historic legacy in terms of its archaeology, individual buildings and groups of buildings, and historic street patterns all adding to the social and cultural history of the area.

3.130 In relation to the built environment, the designation of conservation areas, scheduled ancient monuments, historic parklands and the listing of buildings are all issues that can be addressed outside of the Local Development Framework process. The role of the Core Strategy in relation to these topics will be to provide general advice supporting their retention and enhancement whilst minimising any significant adverse impacts upon them. National (PPS5 Planning for the Historic Environment) and regional policies exist with this aim and these will be applied rigorously.

3.131 As a separate exercise, each of the current 34 conservation areas is being examined in a Conservation Area Appraisal, to be adopted as Supplementary Planning Documents. In accordance with good practice the Council will also strive to maintain a register of listed buildings at risk and action will be taken against owners where appropriate.

3.132 Issues where detail is important when considering development proposals are addressed more specifically in section 5 under Design.

Landscape

3.133 The district contains a variety of landscape types, all of which contribute to the quality of its environment. The Suffolk Coast and Heaths Area of Outstanding Natural Beauty and Heritage Coast are designated as being of national importance. These areas will be protected, not only because of their visual qualities but also for their tranquillity and ambience, particularly relevant in the secluded parts of the coast.

3.134 The district also contains other land that is designated at the county level as being important for its landscape value (river valleys and estuaries), the Special Landscape Areas (SLA) as well as landscape types identified through the Suffolk Landscape Character Assessment (LCA). Those other parts of local importance will be designated as such, being a key asset for local people and visitors.

3.135 LCA recognises the merits of the landscape character types that have resulted from the differences in a range of features including field and settlement patterns, biodiversity, soils, cultural heritage and local building materials. The Council considers it important that these different character areas are conserved and enhanced, but that this must be integrated with the need to accommodate change in order to address social or economic objectives and meet the needs of communities. In doing so it will be necessary to ensure that not only is harm to the environment minimised, but also that opportunities are taken to bring about improvements wherever possible. This applies whether the initiative for change is brought about by land management decisions or new development.

3.136 Any decision that may be taken in the longer term to either delete or amend the SLA designation would be based on the findings of the Landscape Character Assessment and the success in implementing any guidelines generated by it. The success or otherwise of this approach will be monitored. In the meantime, the SLA boundaries will continue to apply and these will be set out in the Site Allocations and Area Specific Policies Development Plan Documents.

Townscape

3.137 Townscape is considered to be equally important and within urban areas the impact of any development, whether in a conservation area or not, will be particularly relevant. The cumulative impact of apparently small changes within a street scene can result in significant impact e.g. removing front garden walls and tiled paths from a terrace of Victorian properties. Townscape is also very often a reflection of the history of the town or village and helps define and shape particular communities and neighbourhoods.

3.138 Design policies are contained elsewhere in this Core Strategy but the role of particular gaps and gardens in the street scene will be protected where necessary. Sites, gaps, gardens and spaces that make an important contribution to a particular location in their undeveloped form will be identified and protected where known in the Site Allocations and Area Specific Policies Development Plan Document. Until then, those areas currently designated under Policy AP28 in the "saved" policies of the Suffolk Coastal Local Plan (incorporating 1st and 2nd alterations) will continue to be protected.

Strategic Policy SP15 – Landscape and Townscape

The policy of the Council will be to protect and enhance the various landscape character areas within the district either through opportunities linked to development or through other strategies.

In addition to the protected landscape of the AONB, the valleys and tributaries of the Rivers Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore, Orwell and Yox, and the designated Parks and Gardens of Historic or Landscape Interest are considered to be particularly significant.

Many of the towns and villages in the district are of distinctive historical and architectural value, as well as landscape value and character, and the Council will seek to enhance and preserve these attributes and the quality of life in the generality of urban areas.

This strategy will extend to towns and villages where sites, gaps, gardens and spaces that make an important contribution to a particular location in their undeveloped form will be identified and protected where known. The location of such sites will be designated through the Site Allocations and Area Specific Policies Development Plan Document. Until then those sites currently allocated under “saved” Policy AP28 in the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) will continue to be protected.

Objective 12 – Design

To deliver high quality developments based on the principles of good, sustainable and inclusive design

3.139 **Summary Outcome:** *Ensuring that whenever new development takes place, a high priority is given to design, not only in terms of the aesthetics but also function, energy efficiency, risk of crime etc. and the celebration of local distinctiveness.*

3.140 *Good quality design makes an area attractive to live in and encourages inward investment by business. In terms of housing, it will be tailored to meet the immediate and lifetime needs of local people.*

Design Generally

3.141 The acknowledged quality of the built, natural and historic environments within the district is one of its key assets, making it an attractive area to live and work, and for attracting tourists. Maintaining this quality is one of the Council's stated priorities. The achievement of the highest standards of design will be essential in all development. Most issues relating to quality of design, energy efficiency measures, use of re-cycled materials, fear of crime etc will be addressed through generic development management policies. New supplementary planning guidance is proposed in relation to sustainable construction in support of these other policies. Local distinctiveness will be a particularly pertinent aspect – making development fit the place. The design of new development will also need to be considered in terms of both its aesthetics and the function it is required to perform.

3.142 Artists can play a significant role in shaping the district. Experience around the country suggests that best results are achieved when art and the involvement of an artist are included at an early stage in the project. From major new build and regeneration schemes, through village greens, play schemes, community halls and town signage to the small details of individual buildings, artists can work with planners and communities to create distinctive, pleasing environments that respond to local need.

Housing Density

3.143 National policies require that housing developments should make best use of land by achieving average densities of at least 30 homes per hectare (dph), unless there are special local circumstances that require a different treatment.

3.144 Such flexibility is valid in Suffolk Coastal where new development should be responsive to the existing distinctive character of an area or settlement. For example, lower densities may be justified in villages already characterised by development within larger plots. On the other hand, higher densities of at least 40 homes per hectare may be achieved in more sustainable locations in major centres and market towns, close to a good range of services and facilities. This might increase to 50 homes per hectare in town centre locations, where the development consists of flats/apartments and on-site car parking is deemed unnecessary. As a general guide across the district when assessing development schemes, 30 dph is considered low density; 40dph medium density and 50+ dph as high density. On large scale developments a mix of densities can be expected to be provided.

COMMUNITY WELL-BEING

Objective 13 – Accessibility

To promote better access to, housing, employment, services and facilities for every member of the community.

3.145 **Summary Outcome:** *To enable improved access to healthcare, leisure, education, training, employment and other services, when measured against national standards. Working in partnership, this will be achieved by a combination of:*

- *the retention and enhancement of appropriate key local services such as village post offices and shops, as well as district and local centres;*
- *improvements to key transport links;*
- *where appropriate, co-ordinating access arrangements with other relevant service agencies and service providers; and*
- *the creation of additional or improved provision in association with, and to support, new development*

3.146 *Those residents of Suffolk Coastal considered to require particular attention include younger and older people, those who are disadvantaged, those in remote rural areas and those living in the relatively deprived areas of Saxmundham, Leiston and the southern parts of Felixstowe.*

3.147 Pockets of deprivation in some of our rural, coastal and urban areas are often obscured by average district level data. In our rural areas, social exclusion can be disproportionately influenced by access to services, as even the most basic of community services such as grocery shops, banks and doctors' surgeries may be difficult to reach. The loss of local facilities like those from small towns, villages or neighbourhood centres leads to a significant number of residents being socially excluded. Lack of services therefore impacts on the vibrancy and cohesion of communities. Living in a rural area should not present unreasonable barriers to accessibility of services. Building socially inclusive, sustainable, thriving and supportive communities is vital in these isolated rural areas.



SCDC

3.148 For young people in particular, rural isolation needs to be tackled head on to overcome access issues to education and training, and to ensure that young people can access a range of positive activities and social networks. Suitable transport needs to be made available to young people in rural areas at times when they most require it. Concentrating transport investment in key public transport links and expanding innovative schemes, such as the Suffolk Dial-a-Ride transport on demand, are critical parts of the overall strategy.

3.149 The strategy for access to services falls into three strands:

- (i) Working jointly with service and transport providers to promote better access for every member of the community, particularly younger and older people, those who are disadvantaged, those in remote rural areas, and families to housing, employment, services and facilities;
- (ii) Using the Settlement Hierarchy to ensure that, wherever possible, homes are not created in locations with poor access to essential services; and
- (iii) Using Development Management policies and this Core Strategy as evidence for service providers to secure the necessary investment to facilitate the retention of appropriate local services, including post offices and shops in villages and district centres.

Objective 14 – Green Infrastructure

To encourage and enable the community to live and enjoy a healthy lifestyle; to promote urban cooling (e.g. shading from trees, canopies on buildings to cool down areas and buildings in urban settings) in major settlements as well as support biodiversity and geodiversity.

3.150 *Summary Outcome: Access to green space is important both for people's mental and physical well-being. Green spaces also have a function to play in helping to adapt to climate change and can be used to form green corridors which can benefit and boost wildlife. In addition, the creation of new green infrastructure is required to mitigate the impact of new development, to provide alternative recreation/leisure space for existing and new residents, to help relieve*

pressure on the estuaries and their populations of over-wintering birds.

3.151 *A comprehensive green infrastructure network will be achieved by establishing and maintaining a network of accessible good quality play spaces, sport and recreation facilities (including allotments) based on established standards. In addition there will be a network of natural green spaces across the district based upon local standards to be created.*

3.152 *Opportunities for the local population to live and enjoy a healthy lifestyle will be encouraged through improved access to these areas. Partnership working to identify and provide for missing links within the public rights of way network serving these areas will be encouraged.*

Sport and Play

3.153 Both the Council, through its corporate strategies, and the Local Strategic Partnership through the Sustainable Community Strategy, promote the concept of healthy communities. The Core Strategy seeks to ensure that the community is as healthy as possible by providing / promoting opportunities for it to live a healthy lifestyle. One of the ways of achieving this, and hence an important role for the LDF, is to ensure the provision of areas for play, sport and recreation.

3.154 Play space can be broken down into the two elements, play areas for children's use (including equipped playgrounds and casual kick-about areas) and sports grounds for youth and adult use (including pitches, greens and courts). There are national standards for the provision of such play space, related to population size. The Council has carried out an audit of all facilities in every community and identified deficiencies. This was done in consultation with the communities themselves.

3.155 In addition, given the age structure of the population, more specific provision should be made for sport and leisure activities available to the general public but designed to meet the needs of older people.

3.156 Specific provision will need to be made in association with new housing development.

Strategic Policy SP16 – Sport and Play

The appropriate provision, protection and enhancement of formal and informal sport and recreation facilities for all sectors of the community will be supported, particularly where shortfalls in local provision can be addressed and it accords with local requirements.

The standard to be used in the calculation of play space (both children's play areas and sports pitches) will be the national standard of 2.4 hectares per 1000 population. Deficiencies have been identified in an audit of current provision, prepared in association with town and parish councils, and updated annually.

In respect of new housing proposed under policies SP20 and SP21 and meeting future needs the Council will rely on the information contained in the relevant community infrastructure studies completed in 2009.

Green Space

3.157 It is widely accepted that natural green spaces are an essential resource in creating an agreeable quality of life. This is particularly important within urban environments where parks and open spaces can be wildlife havens, places for quiet relaxation, places for healthy exercise, or focal points for community interaction. Green open spaces also contribute to the character of any urban or rural settlement. Natural green space does not only include parks but also open spaces, commons, 'green corridors', and areas of ecological interest over which there is public access.

3.158 The standard of provision is:

- 2ha+ of accessible natural green space (ANG) within 300m of home – the Neighbourhood Level
- 20ha+ of ANG within 1.2km of home – the District Level
- 60ha+ of ANG within 3.2km of home – the Sub-regional Level
- 500ha+ of ANG within 10km of home – the Regional Level

3.159 Deficiencies for the Haven Gateway sub-region (which contains all of the Suffolk Coastal towns with the exception of Framlingham) have been identified in the Haven Gateway Green Infrastructure Strategy and proposals devised in order to address those deficiencies. This "Green Infrastructure Strategy" will form the basis of the implementation of the LDF.

3.160 Consideration should also be given to improving accessibility of green infrastructure in rural areas, where, despite an abundance of surrounding countryside access to natural green space provision may be deficient for example due to intense agricultural land uses. The work of the Haven Gateway Green Infrastructure Strategy will therefore be rolled out to assess provision across the remainder of the district outside the Haven Gateway area.

3.161 The role of green infrastructure is important not only in the strategic sense for supporting healthy, sustainable communities which meet the above standards of provision but also as an environmental resource to balance or reduce recreational pressure on sensitive areas. The district is rich in high quality landscape and wildlife areas which are also sought after for recreational enjoyment leading in some areas to tensions and pressures. New development will produce additional demand upon the existing green infrastructure resources which will need addressing, particularly in terms of managing any potential additional impacts upon these sensitive areas.

Strategic Policy SP17 – Green Space

The Council will seek to ensure that communities have well-managed access to green space within settlements and in the countryside and coastal areas, in order to benefit health, community cohesion and greater understanding of the environment, without detriment to wildlife and landscape character. Where adequate green space is not provided as part of a development, developer contributions will be sought to fund the creation of appropriate green space and/or management and improvement of access to green space. In particular, the Council will work on green infrastructure opportunities with partners in strategic housing growth areas in order to suitably complement development proposals.

Objective 15 – Physical and Community Infrastructure

To ensure that, as a priority, adequate infrastructure such as transport, utilities or community facilities are provided at an appropriate time, in order to address current deficiencies and meet the needs of new development.

- 3.162 **Summary Outcome:** *To identify needs and deficiencies in public, voluntary and commercial service provision and seek new approaches to meeting those needs, in order to address deficiencies. Where appropriate allocations of land for specific uses will be made.*
- 3.163 *It will also be essential to ensure that all new development is supported by appropriate infrastructure, and that providers / funders are clear as to their responsibilities.*
- 3.164 *“Infrastructure” extends to leisure and cultural needs, including art.*
- 3.165 The Council identifies two types of infrastructure:
- Physical infrastructure – This includes transport facilities, water supply, foul and surface water sewage, drainage, waste disposal and utilities (gas, electricity and telecommunications). Flood defence is considered elsewhere.
 - Community infrastructure – This includes health and social facilities, schools, cemeteries, open space and play space (considered elsewhere), community halls, etc. It is generally provided by the public and voluntary sectors.
- 3.166 The main driver of the requirement for new or improved infrastructure is the combination of housing and population growth. The main issues in respect of such provision are securing the necessary funding and ensuring that provision is appropriately phased. Key to the provision of appropriate infrastructure will be partnership working with the providers and engaging local communities prior to detailed negotiations with developers.
- 3.167 Where current infrastructure is inadequate to meet the needs of new development, developers will be required to fund new or improved infrastructure that is directly related to those needs. This is especially important when

considering proposed large-scale allocations of housing land but equally applies to small-scale development proposals across the district. Already during the LDF process the following providers have indicated that developer funding will be necessary if standards are to be maintained:- transport, education, primary health care, police and play/open space. For the scales of development proposed east of the A12 and at Felixstowe Walton and Trimley Villages, separate Community Infrastructure studies have been undertaken to establish the scale of provision required to serve them.

- 3.168 The provision of infrastructure is strongly related to the implementation and monitoring part of this document (section 6).

Strategic Policy SP18 – Infrastructure

The infrastructure required in order to service and deliver new development must be in place or provided in phase with the development.

Generally, the Council will seek to identify needs and deficiencies in public, voluntary and commercial service provision and seek new approaches to meet those needs and address deficiencies. This will entail the provision of funding from local and national government sources as well as the private sector.

A strategy will be developed whereby developer contributions (normally through legal agreements) are sought for the services and facilities considered to be the highest priority, and for which alternative sources of funding are the most difficult to find.

Such prioritisation will be contained within Supplementary Planning Documentation.

In respect of specific proposals such as housing allocations, the necessary infrastructure will be identified and costs estimated in order that its provision can be tied into and phased with the development itself, and a means of transferring costs to the developer created where alternative sources of funding are not available.



THE SPATIAL STRATEGY

INTRODUCTION

4.01 Spatial planning is more than just a map. It:

- Works within a wider context than simply the use of land, looking also at how communities function and how they interact and relate to the physical environment which surrounds them;
- Considers the concept of 'place', including local distinctiveness and local opinion;
- Puts into place those other pieces of the jigsaw, including such aspects of life as the environment, communication, social well-being, the economy, and overall quality of life of individuals and communities; and
- Looks at the provision of infrastructure necessary to support existing communities and potential for future development.

SETTLEMENTS

SETTLEMENT HIERARCHY

4.02 The most important "places" that the spatial strategy addresses are considered to be the 100+ individual towns and villages across the district, because these provide the location for homes, jobs, services etc. Their character and location provide other historic and cultural links between the communities and their built and natural environments. They are a key component of the high quality environment that this district enjoys and which it is a stated priority to maintain.

4.03 Whatever the size and location of a community, too much development too soon, or of the wrong type, can damage the environment and local distinctiveness, and thereby impact on people's perceived quality of life. Establishing a Settlement Hierarchy is a useful policy tool for identifying a range of possible spatial development options which reflect both the needs and, where appropriate, the aspirations of the individual local communities in a manner which recognises their form and function, whilst at the same time providing for the scales of development required to meet the regional targets for development (particularly housing and employment). A Settlement Hierarchy, therefore, accords with both the principles of sustainable development / sustainable communities and the Regional Spatial Strategy (RSS), whilst reflecting the diverse character and pattern of local communities.

4.04 Within the Hierarchy, the town and village settlements are categorised according to sustainability factors including size, level of facilities and their role in relation to locality and neighbouring communities, as well as their physical form. Scale and types of development are then specified across a range of uses considered necessary or appropriate for any community within each level of the hierarchy, to enable it to continue in its current role or to reinforce or achieve the role identified. As such, accordance or not with the hierarchy is the first issue of principle to which any future site allocation or individual development proposal should accord.

4.05 To further facilitate and guide the location of development at the larger settlements, **physical limits boundaries (or "village envelopes")** will be drawn up. It should be noted that physical limits boundaries are a policy tool and do not necessarily reflect the full extent of the town or village. In essence they serve to differentiate between the more built up areas, where development will normally be considered acceptable, and the countryside (policy SP29), where development will be strictly controlled in accordance with national planning policy guidance and otherwise not permitted unless in conformity with the strategy for the countryside.

4.06 In addition, where opportunities are still extremely limited within physical limits, there may be the possibility of development in surrounding 'clusters' of houses (DM4).

4.07 The following policy, which defines the Settlement Hierarchy, is, therefore, considered to be one of the 3 key policies, the other two being Climate Change (SP12) and Sustainable Development (SP1) around which the remainder of the Core Strategy is built.

Strategic Policy SP19 – Settlement Policy

The identification of a Settlement Hierarchy is a key tool with which the Council will achieve its Vision for the district in 2026, meeting the development requirements as set out in the Regional Spatial Strategy whilst maintaining and enhancing the quality of the built, natural, social and cultural environments in a manner which accords with the principles of sustainable development and sustainable communities.

The Settlement Hierarchy as set out below and amplified in the accompanying policies SP20 to SP29 as well as Tables 4.1 and 4.6 will be used in determining the scale of development appropriate to a particular location.



Settlement Type	Description	Proportion of Total Proposed Housing Growth
Major Centres	Sub-regional centre for commercial and social facilities.	52%
Ipswich Policy Area		(33%)
Felixstowe/ Walton & the Trimley villages		(19%)
Towns	Focal point for employment, shopping and community facilities. A Transport hub.	25%
Key Service Centres	Settlements which provide an extensive range of specified facilities	17%
Local Service Centres	Settlements providing a smaller range of facilities than the key service centres.	
Other Villages	Settlements with few or minimal facilities	0%
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district.	0%

* Note: windfall (unidentifiable small sites) is expected to make up the remaining % of new housing provision. Such sites may occur in settlements classified as Other Villages and Countryside.

TABLE 4.1 – Settlement Hierarchy Classification

Settlement Type	Scale and level of existing facilities	Settlements		
Major Centre	Sub-regional centre for commercial and social facilities	Felixstowe Area East of Ipswich i.e. Kesgrave, Martlesham Heath, Purdis Farm; Rushmere St Andrew (excluding village)		
Town	Focal point for employment, shopping and community facilities. A transport hub	Aldeburgh, Framlingham, Leiston, Saxmundham, Woodbridge (with parts of Melton & Martlesham)		
Key Service Centre * settlement considered capable of accommodating more strategic levels of growth	Settlements which provide an extensive range of specified facilities, namely most or all of the following: <ul style="list-style-type: none"> • Public transport access to town • Shop(s) meeting everyday needs • Local employment opportunities • Meeting place • Post office • Pub or licensed premises • Primary school • Doctors surgery 	Alderton Blythburgh Bramfield Darsham Dennington Earl Soham Eyke Grundisburgh Hollesley Knodishall Martlesham (village) Melton (village) Orford	Otley Peasenhall (with part of Sibton) Rendlesham Snape Trimley St Martin* Trimley St Mary* Westleton Wickham Market Witnesham Yoxford	
Local Service Centre	Settlements providing a smaller range of facilities than Key Service Centres. At least 3 from: <ul style="list-style-type: none"> • Public transport access to town • Shop(s) meeting everyday needs • Local employment opportunities • Meeting place • Post office • Pub or licensed premises 	Aldringham Badingham Bawdsey Bucklesham Benhall Blaxhall Brandeston Bredfield Bruisyard Butley Campsea Ashe Charsfield Chillesford	Dunwich Easton Hacheston Hasketon Kelsale Kirton Little Bealings Little Glemham Marlesford Middleton Nacton Parham Rendham	Rushmere St. Andrew (village) Shottisham Stratford St Andrew Sutton Heath Swilland Theberton Thorpeness Tunstall Ufford Walberswick Waldringfield Wenhaston Westerfield
Other Village	Settlements with few or minimal facilities	Boyton Bromeswell Chediston Clopton Cransford Cratfield Cretingham Falkenham Farnham Foxhall	Friston Great Bealings Great Glemham Heveningham Huntingfield Kettleburgh Levington Melton Park Newbourne Pettistree	Playford Saxtead Sudbourne Sutton Sweffling Tuddenham Walpole

Settlement Type	Scale and level of existing facilities	Settlements		
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district	Boulge Brightwell Burgh Capel St Andrew Cookley Culpho Dallinghoo Debach	Gedgrave Hemley Hoo Iken Letheringham Linstead Magna Linstead Parva Monewden Ramsholt	Sibton Sizewell Sternfield Stratton Hall Swilland Thorington Ubbeston Wantisden

MAJOR CENTRES

- 4.08 It is the major centres that will accommodate significant levels of development, including strategic growth in order to meet the housing and employment targets set by the Regional Spatial Strategy (RSS) and to accord with regional spatial policies SS2 and SS3.
- 4.09 The district borders the county town of Ipswich. Ipswich is the county town and a small port. It represents the largest employment centre in Suffolk, accounting for around 30% of all employment, and is of regional significance. In the RSS Ipswich and by implication the Ipswich Policy Area is identified as one of the Key Centres for Development and Change.
- 4.10 Within the district to the east of Ipswich are the town of Kesgrave, the large areas of housing within the parishes of Martlesham, Purdis Farm and Rushmere St Andrew, as well as the substantial employment area at Martlesham Heath. Although each town or parish is not a major centre in its own right, the relationship with Ipswich requires their consideration as locations for future growth. It also contains strategic employment sites at Ransomes Europark an employment corridor linking with neighbouring Ipswich Borough and at Martlesham Heath, linked to BT and the neighbouring business park

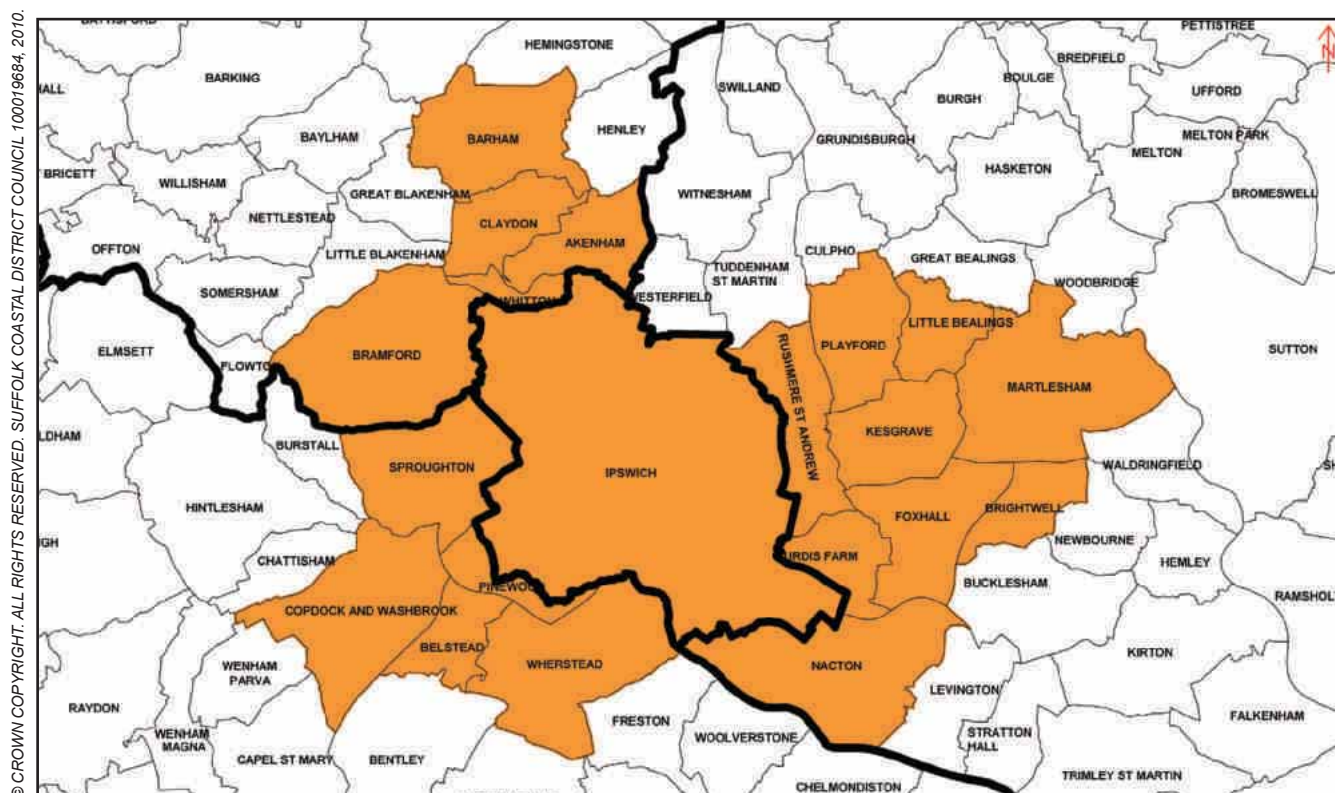
- 4.11 Elsewhere within the district, given its role as an employment and commercial centre, Felixstowe/ Walton is identified as the one other major centre. In considering the future of this town account needs to be taken of the two adjacent communities of Trimley St Martin and Trimley St Mary given their physical position on the A14 and relationship to Felixstowe in economic and social terms.

AREA EAST OF IPSWICH

Introduction

- 4.12 This area incorporates the parishes of Brightwell, Foxhall, Little Bealings, Martlesham, Nacton, Playford, Purdis Farm, Rushmere St. Andrew and the town of Kesgrave. Although separate communities in their own right, and not part of the regional centre of Ipswich, they form part of a larger area called 'the Ipswich Policy Area (IPA)'. The IPA is a regional policy designation that extends not just into Suffolk Coastal but also into those parts of Babergh and Mid Suffolk District Council areas that also border Ipswich. The designation is important because it identifies specific minimum housing targets to be accommodated within it, split between each Council area as illustrated on Map 4.1.

Map 4.1: Ipswich Policy Area as set out in the Regional Spatial Strategy (i.e. East of England Plan 2008)



4.13 In addition to housing, the more urbanised parts include strategic and general employment provision at Martlesham Heath business campus and the Police Headquarters, district centres at Warren Heath (including the Sainsbury's superstore), Kesgrave and Martlesham, as well as the retail park at Martlesham Heath including the Tesco superstore. This section is also relatively well served with public transport and includes the park and ride facility at Martlesham Heath. Kesgrave also contains the Kesgrave High School. At its southern end, it is well related to the Ransomes Europark employment and retail centre that lies just within Ipswich Borough. It is partly in recognition of the existence of these facilities but more specifically given its proximity to Ipswich town, that the IPA is identified as being suitable to accommodate strategic levels of housing growth.

New Housing

4.14 Altogether, within the Suffolk Coastal section of the Ipswich Policy Area about 2,510 new homes will be created in the period 2009 to 2026 as follows:

Table 4.2 Ipswich Policy Area – Homes to be built up to 2026

Outstanding Planning Permissions	Urban Potential	New Allocations	Allocations from Current Local Plan	TOTAL
290	220	2,000	0	2,510

4.15 In terms of new allocations, a single allocation of 2,000 new homes is identified east of the A12 at Martlesham in order to create a new community/ neighbourhood alongside, but not overwhelming, existing communities at Martlesham, Martlesham Heath and neighbouring villages.

4.16 The site will be well-related to the employment area at Martlesham Heath, including BT at Adastral Park. Advantages of this area include:

- In comparison with other areas which are predominantly farmland, a large proportion of the area has the opportunity for mineral extraction before being developed
- The land is immediately adjacent to a substantial employment area with the potential to expand (see below)
- The opportunity is available to create a new community of sufficient size to support new health and other facilities and services, including a primary and secondary school provision building on the reputation of Adastral Park
- The ability to ensure that infrastructure is in place and construction takes place in accordance with sound principles of sustainability
- The opportunity to build on and expand existing public transport provision
- The potential to mitigate impact on the AONB through the provision of strategic landscaping at an early stage
- Areas of biodiversity and geodiversity interest can be identified and enhanced and
- Access to the countryside can be improved, thereby creating green space

Given the scale and potential impact of a development of this scale (both housing and employment) it will be the subject of an Area Action Plan.

Employment

4.17 Sites for new local employment will be identified in the Area Action Plan, Site Allocations and Area Specific Policies Development Plan Documents. However, there are two potential areas of strategic rather than just local significance.

4.18 Firstly, an extension to Ransomes Europark at Nacton creating significant new employment land. Located as it is adjacent to the county town of Ipswich and the A14 this has the potential to provide employment to serve a wider area, building on existing provision in the locality and functioning as part of a Strategic Employment Area.

4.19 Secondly, there is the Martlesham Business Campus. This is recognised in the Regional Spatial Strategy – East of England Plan (RSS) for its importance to both the region and the Haven Gateway sub-region. It is designated a Strategic Employment Area, and consists of a variety of business uses including British Telecom (BT) on its Adastral Park site. There is an opportunity to create a high-tech business cluster based on the reputation and international significance of BT. The development known as ‘Innovation Martlesham’ will provide an invaluable contribution to the employment base of Ipswich and Suffolk Coastal.

4.20 Such a development can be accommodated as part of the redevelopment and rationalisation of the existing Adastral Park. It would strengthen the strategic employment site and stimulate opportunities for other development within the Campus.

Retail

4.21 The area east of Ipswich is an area that is identified as capable of accommodating significant levels of development and already contains retail provision at local and district centres within Grange Farm, Rushmere and Kesgrave. There is also Martlesham Heath, which effectively operates as an out of town retail centre, including a superstore and retail warehouse and leisure provision. It is well related to local areas of housing, public transport provision, and the strategic employment site at Adastral Park, and would serve an expanded population within the wider IPA.

4.22 However, wider expansion of the area would be likely to result in an unacceptable impact on the vitality and viability of Woodbridge town centre situated only four miles away. Policy emphasis from the national and regional level is that the role of market towns should be supported. Given the importance of Woodbridge in its wider role as a market town, important both to local residents, businesses and visitors, and to its role in shaping the future Vision for the district, further expansion of Martlesham Heath is not a reasonable option. In addition, Woodbridge is seen by some people in Martlesham as their preferred town for shopping rather than Ipswich.

Transport

4.23 Suffolk Coastal does not suffer the congestion problems that an urban council might face. However, the district does contain part of the urban fringe of Ipswich, including the A12 and the A14 trunk road, and there are issues in respect of the capacity of these roads to accommodate further traffic. (See policy SP10).

4.24 A recent study of the A14 Newmarket to Felixstowe corridor identified two key issues that affect Suffolk Coastal:

- the overall capacity of the A14 to accommodate further traffic; and
- East-west travel movements across Ipswich.

In relation to concerns regarding the east-west travel movements a further study was commissioned to look specifically at the Ipswich A14 corridor.

4.25 The Orwell Bridge is identified as being of particular concern. The current usage by 60,000 vehicles per day brings it close to capacity at peak periods. This is predicted to rise to 76,000 by 2021. Of these movements, only 59% are through-traffic movements. The remaining 41% are local – drivers using the bridge as a local southern ring road around Ipswich. When blockages occur the effects are very disruptive, particularly in respect of traffic serving the Port. The Seven Hills and Copdock interchanges are also of concern.

4.26 A more detailed transport study has been undertaken to assess what improvements will be required to accommodate the scales of housing and employment growth proposed for this area, particularly the new provision east of the A12. This has indicated a need for improvements to each of the main junctions on the A12 south from A1214 up to and including the Seven Hills Interchange. The study also identifies the need for new public transport foot and cycle provision. Funding for these improvements will be expected to be provided by the developers. The timing and phasing of these improvements will be a more detailed matter to be determined through a more detailed Area Action Plan



SCDC



SCDC

The Strategy for the Area East of Ipswich

Strategic Policy SP20 – Area East of Ipswich

This area incorporates the parishes of Brightwell, Foxhall, Little Bealings, Martlesham, Nacton, Playford, Purdis Farm, Rushmere St. Andrew and the town of Kesgrave. Although separate communities in their own right and not part of the regional centre of Ipswich, they form part of a larger area – the Ipswich Policy Area (IPA). Here, the Regional Spatial Strategy specifies that new housing development should be provided but leaves the precise location to the Local Development Framework.

The Strategy for the area is one:

- i) that contains well-planned, sustainable new housing of a mix of size, type and tenure linked to existing and proposed employment;
- ii) where the planned direction of controlled growth is eastwards from the A12 on land immediately abutting Adastral Park;
- iii) where opportunities for new employment provision have been maximised, with major national and international companies sitting alongside smaller ones, particularly those associated with the strategically important hi-tech business at BT;
- iv) where the Martlesham Heath Business Campus and extension to Ransomes Europark have been designated Strategic Employment Areas;
- v) where development has been phased and scaled to ensure that new or upgraded utility and other social and community provision is provided in advance of, or parallel to, new housing and employment provision;
- vi) that has created its own distinctive identity with smaller readily distinguishable villages, neighbourhoods and communities within the larger area;
- vii) where public transport provision and foot and cycle paths have been upgraded and promoted to minimise the need to use private motor vehicles to access employment, schools and other key facilities;

- viii) where priority has been given to creating a safe and attractive environment, including the provision of advanced planting and landscaping to create new settlement boundaries that blend with the surrounding landscape;
- ix) that includes the retention of designated Sandlings areas on the edge of Ipswich because of their historic and biodiversity interests;
- x) that seeks to preserve and enhance environmentally sensitive locations within the Ipswich Policy Area and the surrounding area; and
- xi) that maximises opportunities to achieve access to green space, including the countryside.

The A14 is an important route on the European map because of its links to the Port. However, there are issues around the capacity of the road around Ipswich, particularly the Orwell Bridge, and the Council will work with adjoining authorities and the highway agencies to consider the options in respect of improving capacity and flow. Off-site Port related activities should be located on or well related to this route.

An Area Action Plan will be prepared in respect of (ii) and the Martlesham element of (iv). The transport and community infrastructure studies completed 2009 provide the background evidence to work with service providers and others to secure the necessary transport and other infrastructure to serve the proposed employment and housing.

FELIXSTOWE WITH WALTON AND THE TRIMLEY VILLAGES

Introduction

4.27 Felixstowe with Walton is by far the largest town within the district and includes the Port of Felixstowe, identified in the Regional Spatial Strategy as a strategic employment site, being of both regional and national significance. The town itself serves as an important administrative, employment and service centre for other smaller settlements on the Felixstowe Peninsula. It also has a role as a tourist destination although, like other seaside resorts, trade has declined over recent years. Land to the north and south west of the town is designated as being of national and international importance for its landscape and nature conservation interests. The sea and estuaries are significant physical constraints to further development. These environmental qualities, however, act as an important and valued backdrop to the town for both residents and tourists alike. Much of the town and the central core of the adjacent villages also comprise high quality built environments containing buildings of historic and architectural interest.

New Housing

4.28 Felixstowe has more people of retirement age and fewer people of working age than the norm, either in the rest of Suffolk or across the UK, though broadly comparable with other seaside towns. This profile could become critical to the vitality and viability of the town and the service it provides to other neighbouring villages if these trends continue. Younger generations already have to look outside Felixstowe for careers and housing.

4.29 The population of Felixstowe is increasing slowly although household size is falling. Despite slow population growth there are, therefore, even more people looking for homes, and Felixstowe has more small households - single people or couples - particularly those that are key workers or first time buyers. The number and type of new homes provided in the town over recent years has not matched this increase in demand.

4.30 The growth of jobs in Felixstowe, driven by expansion of the Port, means that employment is now out of balance with the availability of housing. As a result, more of the new jobs are being taken up by people who are not able to find a home in Felixstowe, even if they would like one. The 2001 Census revealed that there was a daily net inflow to Felixstowe of 2,719 workers. This comprised

an outflow of 3,600 Felixstowe residents to jobs in Ipswich and elsewhere and an inflow of 6,319 who work in Felixstowe but live elsewhere.

4.31 The Port is expanding its business through a major re-configuration of the southern area and its deep-water berths, which means the housing imbalance will get worse unless measures are introduced to address this. At a time when planning policy is aimed at reducing the need to travel to minimise the use of finite energy resources and the production of greenhouse gases, the current development pattern may not be sustainable. Additionally, the local economy does not benefit if these in-commuters spend their wages elsewhere, rather than support shops and services in the town and villages.

4.32 Given these issues and the role of Felixstowe as a major centre in the Settlement Hierarchy, it is appropriate that some further housing growth should be located there. Over the period to 2026 the supply of housing land will be sourced by a variety of means. In the first phase 2010-2015 this is largely to be from the continuing development of outstanding planning permissions, the development of previously developed 'brownfield' land and, if necessary, a small 'greenfield' allocation.

4.33 The second period 2015-2020 should see the completion of the reconfiguration of the Port and, hopefully, the successful impact of regeneration initiatives. Complementary housing should be released. This will also contribute towards countering negative trends, such as an ageing population, and provide additional affordable housing. Further previously developed 'brownfield' land is potentially available, most notably from a review of education provision in the town. However, 'greenfield' releases will also be necessary. Dispersal is the favoured option for the distribution of such development. This will be located within or immediately abutting the existing urban areas of Felixstowe, Trimley St Martin, Trimley St Mary and Walton, avoiding, as far as possible, prime agricultural land for essential food production. However, previously developed greenfield land such as redundant piggeries or similar will be considered. The largest concentration should be on land between Walton and Trimley St Mary. This might also accommodate employment and community facilities.

4.34 The third period will see the continuation of this organic growth through the release of further modest 'greenfield' land following the same locational principles. However, the creation of a

new, larger sustainable development, well related to the existing communities, may be a necessity if economic growth is taking place at a rapid pace and/or the negative trends associated with Felixstowe – ageing population, loss of services, commuting imbalance etc - are shown to be continuing. The location of such a development will have regard to such factors as impact on the AONB, impact on wildlife and access to the countryside.

4.35 In any event, during the second period 2015 to 2020 thought will need to be given to the future of Felixstowe beyond 2026. Further allocations may be necessary and these would be made in a subsequent review.

4.36 Over the period 2009 to 2026 a minimum of about 1,420 new homes might be created from all sources (excluding small 'windfall' developments) as follows:



SCDC

Table 4.3 Felixstowe & the Trimley Villages – Homes to be built up to 2026

Outstanding Planning Permissions	Urban Potential	New Allocations	Allocations from Current Local Plan	TOTAL
170	250	1,000	0	1,420

Employment

4.37 The Port is the largest container Port in the UK and the 5th largest in Europe. It dominates the town's economy and use of land, but does not connect with the wider town physically, socially or economically as strongly as it could.

- The Port employs over 2,700 people.
- A further 9,850 work in Port related businesses.
- This is 45% of the total workforce in the Felixstowe area.
- It is estimated that the South Reconfiguration scheme will create a further 620 direct jobs in Felixstowe and 860 in indirect jobs across the Haven Gateway.

4.38 In respect of the Port, a study has demonstrated that land is required for port-related uses such as storage (including laden or unladen containers) and distribution. Such land may need to be located away from the Port itself. This need not necessarily be within the Suffolk Coastal district and joint working with neighbouring authorities and

co-ordinated via the Haven Gateway Partnership will need to identify a suitable location or locations. If within this district, site(s) will be allocated in the Site Allocations and Area Specific Policies Development Plan Document. The criteria to be used to identify such land will be:

- On or well connected to the A14
- Impact on the AONB
- Impact on residential amenity
- Proximity to the Port and
- Avoidance as far as possible of prime agricultural land for essential food production

4.39 It cannot be assumed that the Port's success and importance will continue indefinitely, though there are no signs of any change on the horizon. This is a very dynamic business operation controlled by global markets and technological change. However, it is not good for the economy of a town to be so reliant on one activity.

- 4.40 The strategy for Felixstowe will encourage diversification of its economy to offer new opportunities. To do this it may need a different and distinct employment development away from the Port. It is acknowledged that non Port-related businesses have previously found it difficult to find premises in Felixstowe and have located elsewhere. There is a shortage of small light industrial and warehouse units but an over supply of large warehouses and dated office space.

Resort

- 4.41 Felixstowe “Resort” makes a very useful comparison with the Port. It grew rapidly from the 1890s to reach its heyday in the interwar and post war period but then went into sharp decline. At its height, Felixstowe the “Resort” was by far the largest employer in the town. Now it is not so.
- 4.42 However, it still retains its tourism potential given the setting adjacent to an Area of Outstanding Natural Beauty, the Edwardian and Victorian architecture, the beaches and seafront. There is now an increasing shortage of hotel accommodation within the town, which further reduces visitor numbers. There is little incentive for existing accommodation owners to invest as numbers decline.
- 4.43 The southern part of the resort is demonstrating physical neglect and also shows signs of deprivation. Regeneration of the resort, but particularly this area, is seen as a priority. Re-building the area as a tourist destination is a priority.

Town Centre

- 4.44 Felixstowe town centre serves not only the town but also the local villages, notably Trimley St Martin and Trimley St Mary. Although it displays evidence of being healthy there remains the threat of competition from Ipswich and out-of-centre retail parks given the location at the end of a peninsula.
- 4.45 A retail study has identified a need for additional retail floor space. This needs to be provided in the town centre in order to retain its trading position and add more quality shopping options. A more detailed consideration of the town centre including the definition of the town centre boundaries will be considered as part of the Site Specific Allocations document or as part of wider Area Action Plan if this is considered more suitable.

Transport

- 4.46 The town has good transport links in that it has direct road (A14) and rail access via Ipswich to the rest of the country. Both are vital to the operation of the Port. Both provide access to employment opportunities in Ipswich. However, due to its geographical location at the end of a peninsula there are no suitable alternative road routes, particularly for the HGV traffic, at times when the A14 is closed be it due to an accident or weather conditions. Maintaining the flow of traffic along the A14 is, therefore, vital to the survival of both the town and the Port. (See also policies SP10 and SP11). Whilst the scales of development proposed for Felixstowe/Walton and Trimley villages are not considered to have a significantly detrimental impact on the A14, of more concern is the circulation of traffic locally. Candlet Road and Trimley High Road both suffer from congestion at peak times. A new road linking the two is proposed as one way of dealing with this issue. More detailed consideration of this and the availability of public transport to serve both new and existing residents and business areas will be needed. This is more appropriate to the Site Specific Allocations document or Area Action Plan.

The Strategy for Felixstowe with Walton and the Trimley Villages

Strategic Policy SP21 – Felixstowe

The strategy for Felixstowe will be to reverse the recent trends towards a population imbalance, threats to local services and a decline in the fortunes of the town in order to enable it to fulfil its role as a major centre. It will be integrated with the objectives of 'Felixstowe and Trimleys Futures' a partnership aimed at social, economic and environmental regeneration of Felixstowe and the Trimleys.

The aim will be to achieve a thriving seaside town and port, attractive to residents of all ages, and welcoming to visitors who wish to experience the town's beautiful coastal location, proud Edwardian heritage, vibrant and diverse retail offer, café-culture and healthy outdoor lifestyle.

The Strategy, therefore, will seek to expand the local employment base to provide a wider range and choice of employment type and site together with enhanced education and skills, alongside that provided by an expanded port function. The regeneration of the resort area will be enabled to boost its appeal as a tourist destination and address issues of deprivation, particularly at the southern end (see also SP6 and SP8).

Expansion of the retail, service and other facilities available within the town centre will be supported to meet the needs of the whole population both resident and visitor.

Overall the Strategy will seek to expand the tourism role in terms of services, facilities and accommodation, building on the qualities and facilities offered by the town of Felixstowe, and creating strong links between the seafront and town centre areas. Regeneration and environmental projects will be contained within an Area Action Plan, itself to be the subject of public consultation. Implementation will be through partnership working with the public and private sectors.

Additional housing will be created. In the short to medium term this will represent organic and evolutionary growth in the Felixstowe and Trimleys area over a mixture of sites immediately abutting existing built up areas, whilst preserving as far as possible prime agricultural land for essential food production. This will provide a scale and range of housing to meet the needs of the existing and future populations as well

as to create a more sustainable balance between housing and employment, thereby providing an opportunity to reduce commuting. In the long term the pace and scale of housing development will depend upon the achievement of the overall strategy and whether additional housing will be to the overall social and economic benefit of the town.

The constraints and opportunities posed by the location at the end of a peninsula with limited access via road and rail are recognised, as are the proximity of national landscape and nature conservation designations, the risk from tidal flooding, a quality historic core and many attractive neighbourhoods.

Infrastructure needs to be accorded priority include:

- (a) a significant improvement to the Dock Spur Road beyond those proposed by the Felixstowe Port Reconfiguration;
- (b) improved access to the Dock from Felixstowe, Walton and the Trimley villages;
- (c) good access from any proposed housing sites to the town centre of Felixstowe;
- (d) the future dualling of the railway track for the wider community;
- (e) adequate primary and secondary school provision;
- (f) appropriate healthcare facilities;
- (g) to provide for the growing need for allotments;
- (h) cemetery provision;
- (i) significant improvement, expansion and retention of sport and leisure facilities;
- (j) adequate water, electricity, sewers etc. and
- (k) realising opportunities to achieve access to green space including countryside.

The long term (post 2020) housing needs of Felixstowe will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy

An Area Action Plan will be prepared.

THE MARKET TOWNS - COLLECTIVELY

4.47 The towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge perform important functions in the commercial, social and leisure activities of the district. They serve extensive rural catchment areas. They also act as 'hubs' around which transport systems (both public and private) should operate in order to make them accessible to the majority of residents, particularly in rural areas.

4.48 The current economic base of the district is primarily in the south around Ipswich, Martlesham and the Port of Felixstowe. The remainder of the district has an economy founded on agriculture and tourism, but nonetheless providing for a wide range of business uses. Although a formal decision has yet to be made, the Council must be prepared and plan for a third nuclear power station at Sizewell near Leiston should it be approved. This is likely to create new permanent jobs and a considerable number of temporary jobs over a 5 year construction period. This new economic 'hub' in the north of the district will influence the housing strategy.

4.49 Overall, the market towns offer a potential source of housing land the development of which may be in their best long term interests.

4.50 In the short term current planning permissions will provide the housing necessary to meet a 5 year deliverable land supply.

4.51 In the first phase 2010-2015 allocations of 'greenfield' land are unlikely to be necessary although there is the potential to carry forward an allocation in the current Local Plan at Saxmundham given its potential benefits to the viability and vitality of the town centre.

4.52 In the market towns in the second period 2015-2020 modest allocations will need to be made. Altogether, around 500 new dwellings will need to be allocated in market towns in the second phase of the Plan.

4.53 The third period should be preceded by an examination of the individual towns and their needs. Further allocations might be made, the location and scale being dependent upon local needs and circumstances. At this stage it is, therefore, difficult to predict which towns are the more suitable. The location and phasing of this new development should recognise the concern expressed by some Town Councils that their communities need time to 'settle down' after recent estate developments (eg Church Farm at Aldeburgh, Brook Farm at Saxmundham and Brook Lane at Framlingham). This 'settling down' should have happened by that time and those communities will need to consider their futures. Allocations at that time may be in their best social and economic interests. At this stage a broad figure of only around 450 new dwellings is assumed for the third period, plus windfall. This could be more if individual assessments reveal a need for further development.

4.54 The need for houses for the potential permanent new Sizewell workforce will also not materialise until this final phase of the LDF and it can be factored into a review in the intervening period. However, housing for construction workers could be required in the middle period 2013-2018 depending on the date of any approval. If temporary accommodation is required this can be considered as an exception to the Core Strategy and a decision taken on its individual merits.

4.55 2009 to 2026 will have seen the total creation from all sources except windfall of at least 1,890 new dwellings dispersed over 5 market towns (Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge) as follows, less than half of which will need to be on 'greenfield' sites:

Table 4.4 Market Towns – Homes to be built up to 2026

Outstanding Planning Permissions	Urban Potential	New Allocations	Allocations from Current Local Plan	TOTAL
390	400	950	150	1,890

- 4.56 Most economic activity of a general nature will take place on large concentrations of businesses known as General Employment Areas, including any extensions to them. These will be shown on the Proposals Map.
- 4.57 These General Employment Areas will be the focal points for development that ensures the availability of jobs and services for the towns and for surrounding communities. Other opportunities will be encouraged where consistent with policies for the environment and amenity. The towns in Suffolk Coastal are characterised by high levels of out-commuting and, in some cases, a high proportion of second home ownership. Encouraging local employment provision may help to create self-containment. Regeneration opportunities to improve the urban fabric need to be promoted in some towns. Area Action Plans will be prepared for two of the towns – Leiston and Saxmundham.
- 4.58 The retail industry has been one of the most changing sectors of the economy over recent years. Suffolk Coastal has a growing population that will have an increasing amount of disposable income, so there is the potential for more shops and for shopping activity to make a greater contribution to the vibrancy of the main centres. A Retail Study commissioned by the Council in August 2003 and updated in 2008/9 confirms this. This looked at the town centres, including Felixstowe. Whilst some of the findings in the study have been acted upon, or have been superseded by events, much of their commentary remains valid and useful. Where minor adjustments in provision are promoted in the Study these will be addressed under the site-specific policies or Area Action Plans due to their limited impact in relation to the overall strategic approach set out in the Core Strategy.
- 4.59 With a Vision embracing economic growth, accessibility and sustainability and a Strategy focusing the majority of the population and housing growth upon the towns, it is appropriate that the preferred approach should be for the five market town centres (plus Felixstowe) to continue to be the focus of retail activity. The aim should be for each of the centres to accommodate additional floor space and seek an ever more distinctive role in order to increase their attractiveness.

THE MARKET TOWNS INDIVIDUALLY

ALDEBURGH

- 4.60 Aldeburgh is a very small coastal town and resort with an ageing population. The town lies entirely within the Area of Outstanding Natural Beauty and Heritage Coast. Its setting, therefore, is extremely sensitive. The built environment is of considerable historic and architectural interest. The Alde estuary creates potential issues of flooding.
- 4.61 As a centre, the town provides a range of services and facilities for its own residents and those of the surrounding villages, but lacks the facilities of other market towns namely secondary school provision and higher order leisure facilities. It also contains very little employment. Good transport links to the nearby centres of Leiston and Saxmundham are, therefore, important.
- 4.62 Being a coastal town Aldeburgh is a popular tourist destination. Therefore, many of the shops in the town centre, which is located close to the sea rather than in the geographical centre of the town, are targeted at the visitor rather than the local population. There is a continuing need to ensure that the retail and commercial offer, in terms of range and location, remains weighted in the favour of local residents.
- 4.63 The town contains few 'brownfield' opportunities capable of development. Flood risk and other environmental and physical constraints also restrict new 'greenfield' development opportunities.

Strategic Policy SP22 – Aldeburgh

The strategy for Aldeburgh is set within the context of the acknowledged physical and natural constraints. However, these must not outweigh the retention of a balanced, cohesive and socially inclusive community. There will not be a need to allocate land for housing. Therefore, new development will occur through the development of previously developed land including infilling.

The Strategy will aim towards a small town that:

- (a) retains and protects its close-knit historic character without suffering the effects of "town cramming";**
- (b) retains and enhances its retail and service offer, serving both town residents (in an accessible location) and those of its rural hinterland alike;**
- (c) has sufficient services and facilities, particularly health and education, to serve the population profile;**
- (d) has the benefit of new housing for local people, created in order to address the age imbalance of the population and enabling local residents to remain within the area;**
- (e) retains the sensitive environment generally, particularly the setting and edges of the town;**
- (f) has the benefit of traffic management measures in the High Street and elsewhere, providing an improved physical environment within the central areas and restricting potential damage to the sea defences to the south of the town;**
- (g) retains its role as a tourist centre, offering a range of accommodation and visitor attractions; and**
- (h) has its flood risk minimised and defences effectively managed.**

Given the constraints, Aldeburgh is not considered at this stage as one suitable to accommodate housing to meet the strategic needs of the district. Development will, therefore, occur within the defined physical limits or in accordance with other policies in the Core Strategy. Opportunities on previously developed land are minimal. The long term (post 2020) housing needs of Aldeburgh will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy.

FRAMLINGHAM

- 4.64 Framlingham is a historic market town and the only one within the district situated to the west of the A12. It is perhaps for this reason that the town has developed in such a way as to be largely self-contained with good levels of service provision, primary and secondary education, as well as a range of employment opportunities. It also has a high quality built environment dominated by the castle and college and for this reason is an acknowledged tourist destination. It plays an important service role for its neighbouring rural communities.
- 4.65 Within the town centre there is a continuing need to ensure that the retail and commercial offer remains weighted in the favour of local residents. Lack of social and community facilities has been identified as an issue that will need to be addressed.
- 4.66 As a thriving centre with few constraints to development, the town has been identified as capable of accommodating significant levels of growth. As part of its continuing evolution, however, a significant 'brownfield' land opportunity exists at Station Road. Subject to the Council being satisfied that this former employment site is no longer required for employment use in its present form, it is capable of accommodating a mix of uses including housing to meet the identified needs of the town. For this reason, it is considered that there should be no need in the short term to identify additional 'greenfield' land to meet the strategic housing requirements. The exception may be to provide a wider range of site size and type. Any such alternative proposals would, however, be small in scale and number and would only be considered where other 'brownfield' site opportunities can be proven not to be available or deliverable.

Strategic Policy SP23 – Framlingham

The strategy for Framlingham is to promote and enable it to remain a largely self-sufficient market town within the district, meeting the day-to-day needs of local residents and businesses within the town and its hinterland, and supporting it as a tourist destination.

Overall, it must:

- (a) maintain its high quality historic character without suffering the effects of "town cramming";**
- (b) maintain a healthy retail and service offer, serving both existing and future residents alike, as well as its hinterland and visitor populations;**
- (c) have sufficient services and facilities, particularly health, education and community facilities, to serve the population profile;**
- (d) maximise the opportunity to redevelop vacant brownfield land on the edge of the settlement to create new mixed use development of housing and employment, tailored to meet the needs of the local population;**
- (e) increase the scale and range of the employment offer;**
- (f) retain the sensitive setting and edges of the town;**
- (g) retain its role as a tourist centre, offering a range of accommodation and visitor attractions and facilities, but ensuring that any retail element is balanced so as not to detract from that available and designed to serve the needs of the local resident population;**
- (h) benefit from improved utility provision; and**
- (i) gain from improved access to the town centre through improvements to the town car parks, linked to improved local public transport provision.**

Given its constraints, the recent high level of growth and the potential development of previously developed land, it is not appropriate at this stage for Framlingham to provide further land for housing development to meet strategic needs. Development will, therefore, continue to occur within the defined physical limits or in accordance with other policies in the Core Strategy, realising opportunities on previously developed land. The long term (post 2020) housing needs of Framlingham will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy.

LEISTON

- 4.67 Leiston is a younger town than the other market towns across the district. It has a distinct character of its own and a history very much linked to engineering. It is also the town closest to the Sizewell nuclear power station, which has provided a source of employment locally, but is also a constraint to development. It is this town that will be most affected should the government decide in favour of an additional nuclear power plant in this location. Because of the need for emergency evacuation routes there should be a variation in off-street parking standards.
- 4.68 The town currently provides a wide range of facilities serving not only its own residents but those of its neighbouring rural communities. It also provides employment, leisure and education facilities for other small towns and villages over a wide geographical area. The town does, nonetheless, contain pockets of relative deprivation. In recognition of the enhanced role that the town plays within the wider locality, the Council is keen to see improvement and investment in its physical environment and further investment in social and community facilities.
- 4.69 The town contains a number of 'brownfield' sites that may be considered suitable for new development including housing. With the exception of the safeguarding of emergency evacuation routes issue, the town is not limited in the same way as the other market towns by other physical and environmental constraints.

Sizewell

- 4.70 The Council's strategy in respect of the Sizewell nuclear power station and further development there is contained in the section of the Core Strategy on Climate Change (paras. 3.108 to 3.111 and policy SP13).

Strategic Policy SP24 – Leiston

The strategy for Leiston is to consolidate and build on the role of the town not only in relation to its own residents and rural hinterland, but also in recognition of the wider role it plays in the provision of leisure, education and employment facilities for other neighbouring market towns. At the same time, to recognise and work with the unique combination of circumstances that apply to the town, given the presence of the Sizewell nuclear facility.

The Strategy, therefore, is to:

- (a) identify land for new housing provision, with priority being given to affordable housing to meet local needs;
- (b) work within the nuclear safeguarding limits to maintain the vibrancy of the town, with efforts being concentrated on retaining and improving the quality and range of facilities available to local residents and an improved physical environment;
- (c) retain, strengthen and expand its employment base, despite the detrimental effects of decommissioning Sizewell Station 'A';
- (d) achieve social and community benefits from future investment at Sizewell;
- (e) accept and embrace an incremental improvement in its tourism offer, building on its location and its industrial heritage; and
- (f) protect and enhance the setting to the town.

The unique circumstances of nuclear safeguarding limit the future expansion of the town. Opportunities exist, however, for development within the physical limits of the town on previously developed land. Subject to the issue of nuclear safeguarding there may be the opportunity to make modest strategic allocations for development on 'greenfield' land ('modest' in this respect refers to a development of no more than 200 dwellings). These will be considered as part of the Site Allocations and Area Specific Policies Development Plan Document.

Given the availability of facilities such as a High School and leisure centre, which serve a wide rural catchment area, the Council will work with public transport providers to maintain and improve accessibility.

The long term (post 2020) housing needs of Leiston will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy.

An Area Action Plan will be prepared in association with Saxmundham.

SAXMUNDHAM

- 4.71 Saxmundham is a small, historic market town, constrained to the east by the river Fromus with its associated risk of flooding, and by the A12 to the west. It has good road and rail access being directly off the A12 and on the East Suffolk rail route.
- 4.72 The town functions as a local retail, employment (including Kelsale cum Carlton) and service centre for residents and neighbouring rural communities. Significant levels of new housing have taken place in recent years.
- 4.73 Whilst the town has many positives, it does, nonetheless, suffer from pockets of deprivation. The employment provision is limited in terms of the types of jobs and the range of retail and commercial businesses within the town centre has contracted.
- 4.74 Good access provision (road and rail) linked to limited employment opportunities means that the town is perhaps more vulnerable than most to becoming a dormitory settlement. In addition to the above, a need for more community facility provision has been identified locally to help promote community cohesion.
- 4.75 There remains a number of 'brownfield' opportunities within the town and outstanding opportunities for residential and employment expansion in the form of former local plan allocations which are still considered appropriate for those uses. Scope, therefore, exists for some limited expansion of the town that will help address the more negative aspects it is currently experiencing.

Strategic Policy SP25 – Saxmundham

The strategy for Saxmundham focuses on its function as a local retail, employment (including Kelsale cum Carlton) and service centre. It must make the most of its assets, including the historic centre, as well as road and rail infrastructure, but have due regard to local constraints such as the A12 to the west. There is also an area to the east at risk from flooding from the River Fromus.

There is a need to identify and exploit opportunities that encourage and facilitate greater social integration for new and existing residents.

The Strategy for Saxmundham is, therefore, to:

- (a) consolidate its role as a market town providing for the range of retail, social and community needs of its resident population and rural hinterland;
- (b) enable limited new development in the form of new housing provision, with priority being given to affordable housing to meet local needs;
- (c) identify opportunities and undertake works to up-grade the physical environment within the town centre, improving its appeal to both residents and tourists;
- (d) increase the employment base to offer improved job prospects within the local area;
- (e) improve pedestrian and cycle links to the town centre and railway station from residential areas and the surrounding parishes; and
- (f) make it an integrated transport hub on the East Suffolk rail-line, thereby serving the local area for the benefit of residents and tourists.

There is within the current Local Plan an outstanding allocation for residential development to the east of the river Fromus. This has the advantage of contributing towards the regeneration of the adjacent town centre and creating open space alongside the Fromus. Elsewhere, some sites are available within the urban area and further 'greenfield' releases are unnecessary at this time. The long term (post 2020) housing needs of Saxmundham will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy.

An Area Action Plan will be prepared in association with Leiston.

WOODBIDGE

- 4.76 Woodbridge, is defined by it's built up rather than administrative area, which extends into the parishes of Melton and Martlesham. For ease of reference, however, throughout the Core Strategy the town is referred to as simply 'Woodbridge'.
- 4.77 Woodbridge is the largest of the market towns, an historic centre sandwiched between the A12 to the west and the Deben estuary to the east, the latter with its nature conservation and landscape designations but also with the associated risk from flooding.
- 4.78 The town is an important retail, employment and service centre including the Suffolk Coastal District Council offices. The town also provides higher order leisure and education facilities and, therefore, provides an enhanced role to the surrounding area.
- 4.79 In relation to the north-south variation in population density and overall character within the district, Woodbridge sits on the cusp of both. The accesses into and out of the town from both Martlesham and Melton, therefore, have important gateway roles to play.
- 4.80 The town has relatively good access provision with direct links to the A12 and the railway, with stations at both Woodbridge and Melton. The town is also generally well served by public transport providing access within the town and to a range of destinations outside. This is important for residents and for the tourist industry.
- 4.81 At a traffic junction on the edge of the town centre the town also contains one of two current Air Quality Management Areas (AQMA) in the district. The pollution is thought to be a combination of traffic and local climatic conditions.
- 4.82 A need has been identified for improved links between the different parts of the town, - namely the riverside, the town centre around the Thoroughfare, and the Market Hill area - in order to help maintain the vitality and viability of the centre. The centre has individual traders and only a limited presence of national chain retailers. It is this mixed character that makes the town appealing to visitors and residents alike. Maintaining a workable and mutually beneficial balance between locally independent and national traders is a key issue for the town.

- 4.83 Alongside Aldeburgh and Felixstowe, Woodbridge is a town with an increasingly ageing population, being a favoured location for those retiring to the area. It also experiences some of the highest house prices within the district. Opportunities for new housing development within the town are limited. However, there may be scope for some development in the medium period of the Strategy for an appropriate level of new housing to meet the needs of the town.
- 4.84 The scale type and tenure of new housing will need to complement existing housing provision in the locality to ensure that it is targeted to meet locally generated needs, particularly those for affordable housing.

Strategic Policy SP26 – Woodbridge

The strategy for Woodbridge is to balance opportunities with the acknowledged physical and environmental constraints (notably the Deben estuary with its nature conservation and landscape designations to the east, the A12 to the west, areas at risk from flooding, and its high quality historic built environment) in order to maintain and enhance its roles as the principle market town within the district, an employment centre and a tourist destination.

The Strategy, therefore, is to consolidate a town that:

- (a) retains the quality of the built environment and the character of the riverside and estuary;**
- (b) experiences limited growth on a range of sites across the town;**
- (c) retains the A12 as a firm edge to the town;**
- (d) has enhanced links between the town centre, Market Hill and the riverside;**
- (e) enjoys a vibrant riverside environment that incorporates a range of uses. Residential uses in the riverside will be resisted to ensure that employment uses and its tourism and amenity offers are not jeopardised;**
- (f) has enhanced the quality of its town centre through the retention and enhancement of its anchor stores as well as encouragement of small scale, independent retail businesses;**
- (g) provides a balanced range of provision to meet the needs of residents – both locally and from the rural catchment area - and tourists;**

- (h) actively manages traffic and visitors to the town and surrounding area through the use of suitable car parking and signage;
- (i) represents an attractive 'gateway' into the area of outstanding natural beauty where the scale of new development and standard of design reflects that function, particularly at Melton; and
- (j) encourages wider use of walking (including within the town centre), cycling and public transport.

Further significant peripheral expansion of Woodbridge (and Melton) would not be possible without a significant change in its character, or without key thresholds being breached. Although the supply of previously developed land is minimal, the preferred strategy for the future development of the town is one of constraint although modest expansion may be possible depending upon environmental considerations ('modest' in this respect refers to a development of no more than 200 dwellings). Potential sites will be considered as part of the Site Allocations and Area Specific Policies Development Plan Document.

Given the availability of facilities such as a High School and leisure centre, which serve a wide rural catchment area, the Council will work with public transport providers to maintain and improve accessibility.

The long term (post 2020) housing needs of Woodbridge will be assessed in order that allocations can be considered in a subsequent review of the Core Strategy.

KEY AND LOCAL SERVICE CENTRES

Introduction

4.85 It is the major centres and five market towns to which the bulk of new development and growth will be directed. Outside these there is a diverse network of communities of varying size and character that sit within the wider countryside to which they relate historically, culturally and economically.

4.86 Key and Local Service Centres represent the communities with, respectively, a wide and narrow varying range of facilities and services. It is to these settlements that development would next be directed.

4.87 New housing development in such settlements would have the advantages of creating affordable housing as well as aiding the viability of such local facilities as shops and post offices. However, the scale and location of such development would require even more careful consideration given environmental issues and the potential impact on their character.

4.88 Such housing can be enabled through the defining of village envelopes (to be referred to as “physical limits boundaries”) so that an element of flexibility is introduced and small scale developments can be permitted. In addition, where “village envelopes” are tightly drawn, some flexibility can be introduced by permitting infill development within ‘clusters’ of housing that are well-related to settlements. However, for the purposes of establishing a 15 year land supply such development is deemed to represent ‘windfall’ and cannot form part of the calculations. Allocations will be necessary.

4.89 Such allocations will have the prime purpose of achieving housing to meet local needs, an objective supported by many communities in the district. They will be restricted to those **Key and Local Service Centres** where:

- local housing need has been demonstrated; and
- there is community support

4.90 The allocations will be phased across the three periods of the Strategy with an objective of achieving about 490 newly allocated homes of which 160 would be affordable homes. The scale of each allocation will be consistent with the size and nature of the settlement. In larger Key Service Centres these could be as much as 30 homes, down to 10 homes in the smaller ones. An exception may be Rendlesham where there is an outstanding allocation of about 75 homes.

4.91 Small scale allocations may be made within other Local Service Centres where there is local support for this. Otherwise it is expected that these settlements will continue to grow organically but within defined village envelopes. Throughout phases 1 and 2 ‘windfall’ will occur at a regular rate but for the purposes of the Core Strategy it has not been taken into account.

4.92 Overall, therefore, between 2009 and 2026 the number of houses to be created in Key and Local Service Centres from all sources including allocations, brownfield and outstanding planning permissions will be a minimum of 1,300 homes as follows (although no doubt this will be higher given the exclusion of windfall):

Table 4.5 Key & Local Services Centres – Homes to be built up to 2026

Outstanding Planning Permissions	Urban Potential	New Allocations	Allocations from Current Local Plan	TOTAL
560	170	490	80	1,300

Strategic Policy SP27 – Key and Local Service Centres

The Strategy for the communities outside of the Market Towns and the Major Centres and identified as Key and Local Service Centres is to:

- (a) retain the diverse network of communities, supporting and reinforcing their individual character;
- (b) permit housing development within defined physical limits only, or where there is a proven local support in the form of small allocations of a scale appropriate to the size, location and characteristics of the particular community. An exception may also be made in respect of affordable housing in accordance with policy DM1.
- (c) promote the combination of open market and affordable housing in order to encourage and enable young and old the opportunity to remain within their local communities;
- (d) enable organic development to occur in respect of settlements where opportunities within defined physical limits are severely limited. This may be in the form of the inclusion of potential sites within physical limits boundaries when they are drawn, or development within adjacent 'clusters' (see DM4) subject to defined criteria;
- (e) secure the provision of services and facilities required to meet the day to day needs of the local population, primarily at locations within the Key Service Centres but supported by increased access provision to enable residents of the smaller settlements to utilise them; and
- (f) work with partners to address the issue of rural isolation through the innovative use of alternative transport other than by private motorcar, as well as improved communication technologies.

OTHER VILLAGES

- 4.96 "Other Villages" are the settlements scattered across the district that do not have any, or have few, facilities and services, relying totally on the higher order centres to meet their day-to-day needs. They will not have physical limits boundaries drawn and to a considerable extent are considered as forming part of the countryside, contributing significantly to the overall character of the rural parts of the district.
- 4.97 Whilst these village communities might be considered non-sustainable, they are, nonetheless, small communities that generate their own needs. In terms of housing provision, national planning policy guidance already allows for exceptions linked to business in these areas. That approach will still apply. A further exception will be allowed locally in these areas in an attempt to maintain the social fabric of these more isolated communities which are, nonetheless, very much part of the make-up of the district. For this reason affordable housing will be permitted which meets an identified local need where its provision is supported by a parish plan or statement.
- 4.98 In addition to Other Villages there are settlements with no physical form, being a scattering of properties or clusters of properties, even though together they form a parish. These, together with all other hamlets and clusters will be considered to form part of the 'Countryside' (see SP29 below).

Strategic Policy SP28 – Other Villages

New housing will firstly and primarily be directed to and integrated within the settlements for which physical limits boundaries have been defined. The strategy for new housing in Other Villages is that it be strictly controlled and limited to:

- (a) replacement dwellings on a one to one basis where they are no more prominent or visually intrusive in the countryside than the building to be replaced;
- (b) the sub-division of an existing larger dwelling where this would meet a local need; and
- (c) conversion of an existing building subject to certain controls.

New housing might be permitted in order to address local needs but only in exceptional circumstances. Such circumstances might be:

- (i) in the form of the infilling of a plot within the physical core of the settlement by one or two dwellings for affordable housing if the community can demonstrate the aspiration to achieve some form of sustainability through local initiatives and this is contained within an adopted parish plan. The cumulative impact on the character of the settlement through the development of a number of sites over time will be taken into account; or
- (ii) workers' dwellings for agricultural, forestry and other rural-based enterprises which satisfy the criteria set out in Annex A of national policy guidance PPS7.

is very much one which seeks to secure a viable and prosperous rural economy as a key element in maintaining the quality of the built and natural environment of the district. This is an acknowledged priority through the Sustainable Community Strategy.

- 4.101 The countryside is also varied in terms of its form – landscape, habitats etc. Large sections are designated as being of national or international importance for their landscape or nature conservation interests. The coastline and associated coastal processes comprise another element. More specific advice in relation to potential development in these areas is set out in the section on the Environment.
- 4.102 As a largely rural district, the countryside occupies a very large geographical area and incorporates some very large and nationally, regionally and locally important land uses, including agriculture, horticulture and forestry with its associated leisure and recreation use. The area also includes a wide variety of other employment-type uses, linked to servicing the larger land uses or local communities, or exploiting the qualities of the area that make it an attractive destination for tourists. The strategy for the countryside is one that encourages that wide variety of uses which go to make up the rural economy and which need to be focused in these areas.
- 4.103 Encouragement will be given to the re-use of existing buildings where these are in sustainable locations.

THE COUNTRYSIDE

- 4.99 The countryside is defined as all of the land that sits outside the physical limits boundaries of Major Centres, Market Towns, Key Service Centres and Local Service Centres as set out in the Settlement Hierarchy. It, therefore, encompasses those settlements with few or no local facilities where development is generally discouraged.
- 4.100 The countryside is an important economic asset supporting a variety of uses including agriculture, horticulture, forestry, tourism and a host of other smaller service industries and businesses. The strategy and approach

Strategic Policy SP29 – The Countryside

The Countryside will be protected for its own sake.

The Strategy in respect of new development outside the physical limits of those settlements defined as Major Centres, Towns, Key Service Centres or Local Service Centres is that it will only be permitted in exceptional circumstances. Such circumstances are identified in specific Strategic Policies and Development Management Policies.

Table 4.6 Summary - Scale of Development Appropriate To Each Tier of the Settlement Hierarchy

Housing Major Centres (Policies SP 20 – 21)	Employment	Retail
<p>Allocations of large scale development to meet strategic needs. General location of such allocations identified in the Core Strategy.</p> <p>Within the defined physical limits, development to be permitted in the form of:</p> <ul style="list-style-type: none"> • Estates, where consistent with local character • Groups • Infill. <p>Affordable housing provision:</p> <p>(a) One home in three within allocations</p> <p>(b) One in three homes in all developments of 6 homes or more in size.</p> <p>Specific policy guidance available for specific major centres.</p>	<p>Allocations of large scale sites to meet strategic employment needs.</p> <p>Identification of concentrations of employment uses as General Employment Areas.</p> <p>Recognition that local employment areas exist (but are not identified) where further development may be permitted.</p> <p>Some new small scale business/ service use (B1/A2 provision appropriate within allocated housing areas, linked to local/ district service centres).</p> <p>Emphasis on retention of existing employment providers.</p>	<p>Town centre – identified at Felixstowe. Encourage a range of provision – A1, A2, A3 including convenience stores, supermarkets, comparison goods – through redevelopment if necessary.</p> <p>District Centres – to be identified.</p> <p>Martlesham Heath – existing retail park and superstore. Potential for expansion limited due to impact on Woodbridge town centre and Martlesham Heath Square.</p> <p>Emphasis on protecting existing centres.</p>
Market Towns (Policies SP22 – SP26)		
<p>Allocations in the form of estate scale development if appropriate and where consistent with the Core Strategy.</p> <p>Within the defined physical limits, development to be permitted in the form of:</p> <ul style="list-style-type: none"> • Modest estates, where consistent with local scale and character • Groups • Infill. <p>Affordable housing provision:</p> <p>(a) One home in three within allocations</p> <p>(b) One in three homes in all developments of 6 homes or more in size</p> <p>(c) 100% of exception sites on the edges of the physical limits of the town.</p> <p>Specific policy guidance available for specific market towns.</p>	<p>Identification of concentrations of employment uses as General Employment Areas.</p> <p>Recognition that local employment areas exist (but are not identified) where further development may be permitted.</p> <p>Range of general and local employment opportunities. Emphasis on retention of existing businesses and areas in employment use to provide opportunities both for expansion and re-use.</p> <p>Opportunities to improve and expand on the existing tourism offer will generally be encouraged where they would be in sympathy with the character and scale of the town.</p>	<p>Town centres identified at Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge. Should incorporate a range of provision – A1, A2, A3 including convenience stores, supermarkets, comparison goods.</p> <p>Emphasis will be on retaining range of provision to meet the needs of the town and its hinterland whilst supporting their role as local tourist centres.</p> <p>Emphasis on protecting existing centres.</p> <p>Specific policy guidance available for specific market towns.</p>

Housing Key Service Centres (Policy SP27)	Employment	Retail
<p>Allocations in the form of minor extensions to some villages to meet local needs.</p> <p>Within the defined physical limits, development in the form of:</p> <ul style="list-style-type: none"> (i) Modest estate-scale development where consistent with scale and character (ii) Groups (iii) Infill. <p>Affordable Housing provision:</p> <ul style="list-style-type: none"> (a) One in three homes in all developments of 3 homes or more in size (b) 100% on exception sites on the edges of the physical limit boundaries. 	<p>General employment in larger settlements.</p> <p>Emphasis on local employment in the smaller ones.</p> <p>Emphasis on retention of existing businesses and areas in employment use to provide opportunities for expansion and start-up.</p>	<p>Small range of comparison and convenience shopping.</p> <p>Emphasis will be on retention of existing provision.</p>
Local Service Centres (Policy SP27)		
<p>Allocations in the form of minor extensions to some villages which are consistent with their scale and character.</p> <p>Within the defined physical limits development as appropriate normally in the form of:</p> <ul style="list-style-type: none"> (i) Groups or (ii) Infill <p>Affordable Housing provision</p> <ul style="list-style-type: none"> (a) One in three homes in all housing developments of 3 homes or more in size; (b) 100% on exception sites on the edges of the physical limits boundaries. 	<p>Emphasis on local employment</p> <p>Where provision exists emphasis will be on retention. Potential for expansion likely to be limited due to environmental and infrastructure limitations.</p> <p>New provision most likely to be provided through conversion/re-use of existing buildings and have tangible links to the local area.</p>	<p>Convenience shopping mainly. This could include provision in the form of a farm shop, or similar linked /ancillary to another use.</p> <p>Emphasis will be on retention of existing provision.</p>
Other Villages (Policy SP28)		
<p>No physical limits and very limited development.</p> <p>Infill housing to meet agreed and evidenced local need and where there is an aspiration in a parish plan to become a sustainable settlement.</p>	<p>Existing employment where it exists is linked predominantly to agricultural industry or other rural businesses.</p> <p>Emphasis will be on retaining existing uses.</p> <p>Farm diversification and tourism uses may be appropriate.</p>	<p>Where no provision currently exists this situation is unlikely to change.</p> <p>Farm shops or similar.</p>

Housing Countryside*	Employment	Retail
No development other than in exceptional circumstances. Infilling in clusters well related to sustainable settlements.	Employment where it does exist is predominantly linked to agriculture or forestry. Farm diversification schemes and tourism uses may be appropriate.	Where no provision currently exists this situation is unlikely to change. Farm shop or similar.

* Note that windfall sites may occur in settlements classified as Others Villages & Countryside but they are unidentifiable.

Estate A number of dwellings, in excess of 5, related to a new estate road or linking to the existing road system

Group Not more than 5 dwellings related one with another, utilising an existing road frontage, or short cul-de-sac road

Infill The filling of a small undeveloped plot in an otherwise built up frontage. A "small undeveloped plot" is one which would normally be filled by one or two dwellings.

than these approaches can address. Currently, there is no overall framework to bring together all the social, economic and environmental aspects and create a plan for a holistic and sustainable future for the area.

Coastal Erosion and Flooding

4.106 The Suffolk coast and estuaries are under threat from the sea and much is defended against erosion and flooding. There is a Shoreline Management Plan in existence and this has been reviewed. This document is important as it identifies those coastal areas such as Dunwich where the coastline is expected to continue to erode.

THE COASTAL ZONE

Introduction

4.104 The coastal zone is a distinct part of the Suffolk Coastal district containing as it does:

- (a) the Area of Outstanding Natural Beauty and Heritage Coast;
- (b) areas of international environmental (wildlife, habitat and geomorphologic) importance;
- (c) areas vulnerable to the impact of climate change through flooding and coastal erosion;
- (d) the Port of Felixstowe;
- (e) a local fishing industry;
- (f) an agricultural economy;
- (g) an important cultural and tourism economy;
- (h) historic built environments;
- (i) the Sizewell nuclear power station;
- (j) the seaside resorts of Felixstowe and Aldeburgh; and
- (k) local settlements, some of which are isolated or remote from local services

4.105 Suffolk coastal communities face a range of social and economic challenges that are further accentuated by a soft eroding coastline and the future impacts of climate change. Whilst flood and erosion risks are managed through the Shoreline Management Plan and estuarine strategies, the needs of the local communities as well as those who visit and work in the coastal area are much more complex and wide ranging

4.107 Emerging from the Shoreline Management Plan review there are areas where "managed realignment" and adaptation are proposed. This method of actively managing the shoreline allows for or creates conditions for the coast to move. An example of this would be to relocate a linear flood defence back from the active coastal zone to a more secure long term position and, therefore, allow the shoreline to re-adjust naturally. It can bring benefits including the creation or re-creation of valuable and threatened inter-tidal habitats as well as more robust flood defence for the community, but may result in the loss of some agricultural land and, in a number of limited cases, property. If it is not carefully managed it could have a major impact on the economic and social infrastructure, as well as the everyday operation of communities.

4.108 The Core Strategy will need to take account of the review of the Shoreline Management Plan. It may be necessary to ensure that development to be permitted in areas at risk from coastal erosion or flooding by the sea is proportionate to the level of risk.

4.109 Specific issues that the LDF might need to address include:

- requiring schemes to demonstrate that they have had regard to the Shoreline Management Plan;
- providing appropriate levels of protection from erosion or flooding for the assets of the area; or
- establishing the means by which the social, economic and environmental consequences of erosion/flooding are to be remedied.

The Strategy

4.110 The preferred Strategy for the Coastal Zone, and the only one considered, is one of integrated management. This is an approach that integrates the many different interests involved in planning, managing and using both the land and marine components of the coast. It brings together different policies, decision-making structures and coastal stakeholders and encourages concerted action towards achieving common goals.

4.111 Such an approach is known as "Integrated Coastal Zone Management" (ICZM), the adoption of an integrated or joined up approach towards the many different interests in both the land and marine components of the coast. It is the process of harmonising the different policies and decision making structures, to encourage concerted action towards achieving specific goals. Its general principles are:

- A long term view;
- A broad holistic approach involving local communities and relevant organisations;
- Adaptive management;
- Working with natural processes;
- Support and involvement of all relevant administrative bodies;
- Use of a combination of instruments;
- Participatory planning; and
- Reflecting local characteristics.

4.112 In Suffolk Coastal specifically the objectives to be followed are:

- Development of the undeveloped coast is controlled;
- Natural and cultural diversity is protected and enhanced;
- A dynamic and sustainable coastal economy is protected and enhanced;
- Beaches are clean and coastal waters unpolluted;
- Social exclusion is reduced and cohesion promoted in functioning coastal communities;

- Natural resources are used wisely; and
- Threats to coastal zone from climate change are recognised and appropriate and ecologically-responsible coast protection is ensured.

Strategic Policy SP30 – The Coastal Zone

This Core Strategy recognises the need for a sustainable approach to addressing climate change and coastal processes.

The local authorities, Environment Agency, Natural England, Government Office, Regional Development Agency and the Suffolk Coast and Heaths Unit are committed to developing an integrated approach to the management of the coastal areas of Suffolk.

Within Suffolk Coastal specifically, the District Council will promote with partners 'Integrated Coastal Zone Management', including the preparation of a comprehensive management plan for the coast and estuarine areas, supported by plans for specific areas. These will take account of their economic, community and environmental needs as well as predicted changes in circumstances (including the consequences of climate change).

Where it is consistent with those plans the following will be supported and promoted:

- (a) **Development that contributes towards the sustainable future of coastal and estuarine areas; and**
- (b) **Investment that contributes to greater safeguarding of property from flooding or erosion and/or enables the area and pattern of development to adapt to change.**

Until they have been prepared, development will be resisted where it conflicts with the adopted Strategic Flood Risk Assessment, the Shoreline Management Plan and Estuary Management Plans as endorsed by the Council.

In order to optimise the resources available to defend or adapt to flooding/erosion, individual investments will not be supported where there is the opportunity, in a particular locality, to link more than one development to achieve a comprehensive scheme that better meets the objectives for that area.





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DEVELOPMENT MANAGEMENT POLICIES (DM1 – DM33)

INTRODUCTION

- 5.01 This chapter sets out the suite of development management policies whose purpose is to ensure that all new development accords with the Council's Vision and Objectives as set out in this Core Strategy.
- 5.02 In considering the topics and content of these development management policies, the Council has had regard to the following:
- (a) Government advice to local authorities that development management policies should not repeat what is already contained in national policy in Planning Policy Statements (PPSs), Planning Policy Guidance Notes (PPGs) and circulars;
 - (b) The Development Plan, against which planning applications must be determined, includes the Regional Spatial Strategy (or 'East of England Plan') which contains policies that, although strategic in nature, can be used for the determination of planning applications. These need not be repeated;
 - (c) The Objectives and Strategic Policies can equally be used in the determination of planning applications. These do not, therefore, need repeating; only additional detailed considerations provided where necessary; and
 - (d) The character of the district and local priorities
- 5.03 For each policy there is:
- (i) an explanatory text that sets out the justification for the policy relating it, where possible, to the local situation;
 - (ii) a cross-reference to related Objectives and strategic policies in this Core Strategy, as well as RSS policies and national policies; and
 - (iii) where appropriate, a reference to any evidence base on which the policy is based.

HOUSING

AFFORDABLE HOUSING

Affordable Housing on Exception Sites

- 5.04 It is Government policy that in future, local authorities should be the "enablers" rather than the "providers" of accommodation for those not able to access open market housing. The providers are normally likely to be registered social landlords such as housing associations. One recognised method of achieving affordable housing (see para.3.42 for a definition), with controls in respect of such matters as occupancy is the development of land normally subject to restraint, such as outside the defined physical limits boundaries. In such cases the District Council will only allow development as an "exception" to normal policies where it is for affordable housing.
- 5.05 Housing need is increasing and supply, within towns as well as villages, is not meeting it sufficiently. It is expected therefore, that with such a proven need for affordable housing in Suffolk Coastal, and no means of achieving it within the defined physical limits, then exceptions should equally apply to market towns as well as villages. It excludes Felixstowe and Kesgrave, Purdis Farm, Martlesham Heath and Rushmere St Andrew (but not the village of Rushmere St Andrew). Here, there should be sufficient opportunities within the physical limits to identify suitable sites.
- 5.06 Where a Parish Council has identified through its Parish Plan a need for local housing in an area where planning permission would not normally be allowed for housing, it can be difficult to encourage landowners to sell their land below open market residential values. To address this, there should be a provision for a maximum of one open market home in three homes on sites put forward by the Parish Council.

Development Management Policy DM1 – Affordable Housing on Exception Sites

Exceptionally, the District Council may be prepared to permit a small residential development in order to meet a particular local need for affordable housing for those whose incomes are too low to buy in the open market and for whom there is insufficient rented accommodation which cannot be provided in any other way:

- On a site which abuts or is well-related to the physical limits boundary of a Market Town, Key Service Centre or Local Service Centre; or
- Within an 'Other Village' where its scale is in keeping with its setting.

Such provision will be subject to the following criteria:

- a. Any proposal will be considered in relation to the scale and character of the settlement, availability of services and facilities, highway safety, effect on the surrounding countryside and residential amenity;
- b. The local need for affordable housing shall first have been quantified within an area to be agreed by the District Council, which will have regard to the Suffolk Coastal Local Housing Assessment, the Strategic Housing Market Assessment and any Parish Plan; and
- c. The site shall be subject to a Legal Agreement with the District Council, which provides for permanent control and management of properties to ensure their retention for local need.

Where a Parish Council, through its Parish Plan, has identified a demand for local need affordable housing and has identified an 'Exception Site' that has not been allocated and would not normally receive planning permission, provision is made for a maximum of one in three units to be open market, to act as an incentive to landowners to release their land.

Footnotes:

"Affordable Housing" is defined in para. 3.41

"Market towns" - Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge with part of Melton and Martlesham

"Other Village" – non-sustainable settlements in the settlement hierarchy with few or minimal facilities.

It excludes Felixstowe and Kesgrave, Purdis Farm, Martlesham Heath and Rushmere St Andrew (but not the village of Rushmere St Andrew)

Affordable Housing on Residential Sites

5.07 Lack of affordable housing provision within the district is a major problem. Despite new housing being created above target rates, the provision of affordable housing is distinctly lacking. On the 31st March 2006, the Council adopted Alterations to its Local Plan incorporating stronger affordable housing policies to address the identified need. This was later supported by a Housing Assessment in 2007.

5.08 House prices within the district since 2002 have shown an average rise of 56%. In Suffolk Coastal, the average income in 2007 was £31,187. Notwithstanding this high annual average wage, there are considerable disparities in earnings within the district, with much of the population in the northern more rural sector reliant on low wages linked to the prevalence of the agricultural industry, tourism and hospitality and social care. The housing affordability ratio across the district was fluctuating at around an average of 9 times the difference between house prices and incomes, which was endorsed by a Housing Needs Assessment in 2007.

5.09 The 2007 Housing Assessment identified an overall new requirement over the next five years for 2,335 additional dwellings. The balance of housing requirements is for 19% social housing, 5% intermediate (i.e. a total of 24% affordable housing) and 76% general market housing. This balance is determined on the basis of affordability, assuming that the relationship between house prices and income remains constant.

5.10 Based on the proportions arising from the survey, the following targets will be set for affordable housing in the next 5 years (figures have been rounded):

1. 440 social units (19% of 2335)
2. 120 intermediate units (5% of 2335)

Development Management Policy DM2 – Affordable Housing on Residential Sites

In considering planning applications for the development of:

- Six or more housing units in Major Centres and Towns, or
- Three or more units in Key Service Centres and Local Service Centres

whether in total or in phases, the District Council will expect 1 in 3 units to be affordable housing unless its provision is not required due to:

- (a) Lack of identified local need in the area;
- (b) Site conditions, suitability and economics of provision;
- (c) The proximity of local services and facilities, as well as suitable access by public transport to a Market Town or Key Service Centre; or
- (d) Whether the provision of affordable housing would prejudice the realisation of other planning objectives.

The District Council will need to be satisfied as to the adequacy of arrangements to ensure that houses are offered to local people who can demonstrate need, at a price which they can afford, and that its enjoyment is by successive, as well as initial, occupiers.

In exceptional circumstances, where the District Council and the developer consider that a site is not suitable to accommodate an element of affordable housing, the District Council will expect a financial or other contribution towards the provision of affordable housing on a different site within the same area.

Footnote:

"Affordable Housing" is defined in para. 3.41

- 5.12 The Council intends to produce a supplementary planning document on development in the countryside.

Development Management Policy DM3 – Housing in the Countryside

New housing will firstly and primarily be directed to, and integrated within, the settlements for which physical limits boundaries have been defined. In the interests of protecting the countryside for its own sake as well as meeting sustainable objectives, new housing in the countryside will be strictly controlled and limited to:

- (a) Workers' dwellings for agricultural, forestry and other rural-based enterprises which satisfy the criteria set out in Annex A of national policy PPS7;
- (b) Replacement dwellings on a one to one basis where they are no more visually intrusive in the countryside than the building to be replaced;
- (c) The sub-division of an existing larger dwelling where this would meet a local need;
- (d) Affordable housing on 'exception' sites in accordance with policy DM1;
- (e) Conversions of existing buildings subject to certain controls (Policy DM13); and
- (f) Minor infilling within clusters of dwellings well related to existing sustainable settlements (Policy DM4).

Housing will not be permitted in the Countryside where there is no proven functional need for it to be there. This would include houseboats and dwellings related to such uses as equestrian activities, farm shops, and golf courses.

Particular care will be taken in respect of residential annexes to ensure that, through design and/or planning conditions, annexes are not able to be separated from the main building in order to create a separate dwelling.

Accommodation for Gypsies, Travellers and Travelling Showpersons may be permitted in accordance with policies SP4 and DM9.

HOUSING IN THE COUNTRYSIDE

Generally

- 5.11 This policy brings together the various types of residential development where a case may be put forward to justify residential development in the countryside. It also refers, where there may be potential, to the specific policies against which each type of residential development will be assessed. This overarching policy first and foremost stresses that such development will be strictly controlled and should be guided by a recognised need.

Housing Clusters

- 5.13 The historic pattern of development in Suffolk Coastal consists not only of market towns and villages but a patchwork of small hamlets and clusters in the countryside. Some small scale development in the form of single plots can be expected to cater for local housing needs because they enable local persons to stay in their communities.
- 5.14 However, some form of control will be necessary if the character of the countryside is not to be eroded by the cumulative impact of development within such clusters. In addition, the relevance of climate change and sustainable development as material planning considerations has increased. New homes built away from existing facilities may add to the need to travel by car and make the provision of services less economic.
- 5.15 The scale and rate of change should be controlled through the restriction of development to single homes or a pair of semi-detached homes only. This should be within the cluster and not be visually intrusive. Allowing infilling only would prevent the start of ribbon development emerging from an existing cluster.

Development Management Policy DM4 – Housing in Clusters in the Countryside

Proposals for new dwellings within 'clusters' will be acceptable, subject to satisfying the following criteria:

- The scale of development consists of infilling by one dwelling or a pair of semi-detached dwellings within a continuous built up frontage;
- It would not cause undue harm to the character and appearance of the cluster or any harmful visual intrusion into the surrounding landscape;
- Particular care will be exercised in sensitive locations such as conservation areas, the Area Of Outstanding Natural Beauty and special landscape areas; and
- The cumulative impact of proposals will be a major consideration

A 'cluster' in this context:

- Consists of a continuous line of existing dwellings or a close group of existing dwellings adjacent to an existing highway;
- Contains 5 or more dwellings; and
- Is located no more than 150 metres from the edge of an existing settlement identified as a Major Centre, Town, Key Service Centre or Local Service Centre. This distance may be extended to 300 metres if a footway* is present.

* For definition see Glossary



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HOUSES IN MULTIPLE OCCUPATION

- 5.16 This relates to proposals for rooms, bedsits, and flats that are formed by the conversion of existing properties and does not relate to new buildings. It also does not cover hotels, guest houses and other serviced or institutional residential accommodation.
- 5.17 Such development is normally located within residential areas where, very often, other residential properties have been converted into flats and bedsits. These developments raise issues relating to residential amenity and the visual character of the area as a result of additional windows, parking on and off site, cycle storage, bin storage and access for rubbish collection etc.

Development Management Policy DM5 – Conversions and Houses in Multiple Occupation

Planning applications relating to conversion of houses into units of multiple occupation and flats/bedsits will be considered against the following criteria:

- (i) the sub-division of housing suitable for single household occupation may be permitted, provided that there is no material adverse impact on the external character of the dwelling and the area within which it is located;
- (ii) the loss of existing self-contained flats which presently meet the Council's standards will be resisted. New proposals for the conversion of property to non self-contained dwelling units will not be supported;
- (iii) in respect of car parking provision, where there is a concentration of large houses or buildings in multiple occupation and no, or limited, on-street parking, each proposal will be considered on its merits and against the following criteria:
 - the availability of public car parking nearby;
 - the adverse effect of on-site parking on residential amenity and the overall character of the area; and
 - the availability of public transport;
- (iv) external staircases and large extensions which reduce the amenities of adjoining residents and/or the private amenity space available to future residents to an unacceptable degree, will not be acceptable; and
- (v) potential amenity problems resulting from structure-borne noise when considering planning application for conversion to flats and bedsits.

Footnote: A 'large' house in the context of this policy is normally considered to be one which has 5 bedrooms or more.

RESIDENTIAL ANNEXES

- 5.18 Residential annexes to allow for example, the care of grandparents or other family members, generally have reduced standards of privacy, parking and amenity space than normal dwellings and pose few problems.
- 5.19 They are, however, usually of a temporary nature and, where standards are relaxed and the location is one where new housing is not normally permitted, it is important to prevent normal independent housing use in the future.
- 5.20 The conversion of existing, or erection of new ancillary buildings will only be permitted where they are small in scale, well related to the main dwelling and cause no detriment to residential or visual amenity.

Development Management Policy DM6 – Residential Annexes

The creation of self-contained annexes to existing dwellings in order to accommodate, for example, an elderly or disabled dependant, will only be permitted in the following circumstances:

- a. in the form of an extension, where the extension is capable of being incorporated into the existing dwelling when no longer required; or
- b. in the form of the conversion of an outbuilding or construction of a new building within the curtilage where it is well-related to the existing dwelling.

In both circumstances:

- (i) there must not be any significant adverse effect on residential or visual amenity;
- (ii) in the Countryside there must not be a material impact on the landscape; and
- (iii) conditions will be applied to limit occupation to prevent future use as a separate dwelling.

INFILLING AND BACKLAND DEVELOPMENT

- 5.21 Infill development is essentially development that takes place on vacant land between existing buildings. Residential infill development often occurs on garden land either adjacent to or to the rear of existing dwellings.
- 5.22 Infill development represents an important source of housing supply (“windfall”) and involves an efficient use of land in accordance with national planning policy PPS3. However, it is important that ‘town cramming’ does not occur, the cumulative effects of which could damage the character and amenity of established residential areas.

Development Management Policy DM7 – Infilling and Backland Development within Settlement Envelopes

Proposals for the sub-division of plots to provide additional dwellings will be permitted provided that:

- it would not result in a cramped form of development out of character with the street scene;
- it would not result either in tandem and similar unsatisfactory types of backland development that would significantly reduce residential amenity, mainly as a result of increased noise and loss of privacy, or result in the erosion of the particular character of the surroundings;
- the proposal is well related to adjacent properties and not designed in isolation;
- appropriate provision is made for a reasonable size curtilage for the existing buildings and proposed dwelling(s); and
- the proposed development would make efficient use of land and not prejudice the potential for comprehensive development on adjacent land.

EXTENSIONS TO RESIDENTIAL CURTILAGES

- 5.23 In some cases, areas of land which it is intended to incorporate into the gardens of dwellings do not raise any concerns and can be readily approved. In other cases, the proposed extension is into areas of open landscape or agricultural land which can lead to considerable visual amenity problems, particularly in designated areas such as in an Area of Outstanding Natural Beauty or a Special Landscape Area.
- 5.24 Some of the proposed garden extensions can involve several hectares of land. If approved, the enlarged plots could enjoy permitted development rights for a range of domestic activities such as extension to the house, swimming pools, greenhouses and garden sheds. Such developments could potentially detract from the openness of the landscape and could result also in the possible subdivision of the planning unit.

Development Management Policy DM8 – Extensions to Residential Curtilages

In considering planning applications for the extension of residential curtilages into the countryside, the District Council will seek to ensure that:

- (a) The resulting size of the curtilage reflects the scale and the location of the dwelling within the existing curtilage;
- (b) Its use would not result in visual intrusion caused by developments ancillary to the residential use;
- (c) It does not remove or enclose an existing native species hedgerow within the resulting curtilage unless replaced by a similar hedgerow; and
- (d) The proposed boundary feature of the extended curtilage is of a form that reflects its location e.g. a native species hedgerow.

In granting planning consent for the extension of residential curtilages, the District Council will consider the removal of Permitted Development Rights.

GYPSIES, TRAVELLERS AND TRAVELLING SHOWPERSONS

- 5.25 National guidance indicates that authorities should make provision for sites to meet the identified accommodation needs of Gypsies, Travellers and Travelling Showpersons. Policy SP4 sets out the broad approach to meeting the needs of Gypsies and Travellers, the following policy provides specific detail in relation to site provision.
- 5.26 As part of the review of the Regional Spatial Strategy on this single issue an assessment has been carried out of the need for pitches within each district in the region, in the period to 2011. For Suffolk Coastal 31 pitches have been identified as being the need to the year 2011 (with each pitch potentially being occupied by an average of 1.7 caravans). Of these 31 pitches, 6 are for Gypsies and travellers and 25 are for New Travellers. Beyond 2011 any requirement for further pitches, will be assessed by means of an updated Gypsy and Traveller Accommodation Assessment (GTAA) survey.
- 5.27 Travelling Showpeople are defined separately from Gypsies and Travellers in Circular 04/07. However, because their way of life and accommodation requirements is similar, it is appropriate to address requirements within the same policy approach.

Development Management Policy DM9 – Gypsies, Travellers and Travelling Showpersons

Gypsies and Travellers have specific housing needs that the District Council is required to address. However, there are no authorised sites within the district. Proposals for new Gypsy or Traveller sites will only be approved in exceptional circumstances.

Proposals will be assessed against the following criteria:

Personal Criteria -

- The proposed occupants meet the definition of a Gypsy or Traveller; and
- The occupants can prove a local connection e.g. work, family, children's education;

Site Specific Criteria -

Firstly, in relation to permanent (residential) pitch(es):

- The site is well related to a Major Centre, Town, Key or Local Service Centre. Where the requirement for a site is linked to the education or health needs of the applicant or their dependant(s), sites should be directed to those towns or service centres where these facilities are provided;
- The site is capable of being provided with mains water and adequate sewage/ waste disposal provision (including provision for the storage of waste prior to disposal);
- The site is acceptable in terms of highway safety;
- The site is designed so as to minimise visual impact on the surrounding area;
- The site is so designed as to minimises any impact on nature conservation interests within or adjoining it;
- The site is not liable to flooding;
- No industrial, retail, commercial, or commercial storage activities will take place on the site apart from storage required in relation to a travelling circus;
- That the scale and range of uses proposed within the site are acceptable in terms of their impact on any existing neighbouring uses; and
- Individual sites should not normally exceed 6 pitches

Secondly, in relation to transit sites, in addition to the above:

- The site is well related to the primary road network.

In the case of transit sites there will be a planning condition to ensure that the length of stay for each caravan will be no longer than 28 days with no return to the site within 3 months.

THE ECONOMY

PROTECTION OF EMPLOYMENT SITES

- 5.28 It is important to retain in employment use sites that make a contribution to local employment. The pressure for residential development makes it financially attractive to develop such sites. This policy on employment sites and uses, looks to provide positive and explicit guidance as to what would be acceptable and what would not. The sequential approach allows for consideration of mixed uses which offer greater potential benefits to the community in meeting local business and employment needs

Development Management Policy DM10 – Protection of Employment Sites

Permission for the change of use or redevelopment of existing sites with an employment use, including small sites, to a non-employment use will not be granted unless either:

- (a) the applicant has clearly demonstrated there is no current or long term demand for the retention of all or part of the site for employment use:
 - (i) within the same use class;
 - (ii) for a mix of employment uses; or
 - (iii) for a mix of employment uses with other non-employment uses, excluding residential; or
- (b) there would be a substantial planning benefit in permitting alternative uses.

The form and details of the evidence submitted in support of an application, such as where and for how long a property has been marketed, should be agreed with the planning authority prior to the submission of an application.

Proposals for change to residential use will only be considered where part (a) has been satisfied and only on sites within settlements that have a defined physical limits boundary.

WAREHOUSING AND STORAGE

- 5.29 The presence of the A14 and A12 strategic routes and the close proximity to Felixstowe Port and Ipswich Docks puts pressure on the area for warehousing/ storage facilities. The preferred locations would be close to the primary route network (the A14 and A12 in this case) so as to minimise the environmental problems caused by heavy goods vehicles using unsuitable roads. However, impact on the sensitive nature of the landscape and built and rural environments in the district will be major considerations.

Development Management Policy DM11 – Warehousing and Storage

Proposals for warehouses and storage depots (Class B8 uses under the Use Class Order), including for container compounds and handling areas, will be restricted to areas identified in the Local Development Framework (LDF) as being suitable for the use, such as General Employment Areas. Outside these areas, such uses will not be permitted.

An exception may be made for agricultural proposals required for local distribution purposes (DM15) but only in locations well related to the primary route network.

EXPANSION AND INTENSIFICATION OF EMPLOYMENT SITES

- 5.30 The Strategy for the economy of the district includes supporting existing business. This often involves the expansion and intensification of activities. In facilitating such development, there is a need to recognise that there may be situations where an enterprise has outgrown its site, or was established before planning controls were introduced and has become incompatible with its location. Where expansion is proposed there is therefore a need to give clear guidance as to how such development will be assessed.

Development Management Policy DM12 – Expansion and Intensification of Employment Sites

Proposals to expand or intensify existing employment sites will not be permitted where:

- (a) the scale of the development would cause overriding problems for transport, housing, provision of services, impact on neighbouring residential uses, or the conservation of the environment;
- (b) there will be material harm to living conditions of local residents; and
- (c) potential mitigation measures to address increased traffic movements generated by development will be ineffective.

Where sites are located in primarily residential areas and proposals would cause overriding problems, the District Council will seek to assist in identifying alternative sustainable locations more appropriate for the resulting activity on the site.

Footnote:

'Living conditions' relates to matters such as noise, vibration, dust and highway safety

ECONOMIC ACTIVITY IN THE COUNTRYSIDE

Conversion and Re-Use of Redundant Buildings

- 5.31 When buildings in the countryside are no longer required for their original purpose or become under-used, their re-use and conversion to appropriate alternative uses can represent a sustainable form of development. In terms of the visual impact on the countryside, such proposals for re-use can prevent the buildings from becoming derelict.
- 5.32 In terms of the proposed use, sustainability factors will be paramount. Travel by car should be minimised and remote locations do not encourage this. Therefore, the location of the site relative to the Settlement Hierarchy will be a major consideration.
- 5.33 If the building is of traditional construction, of architectural or historic value, or an important feature, either in its own right or as part of a group of buildings, it will be important to retain the essential character and integrity of the original building. In all cases the structure of the building will be an important consideration. In accordance with national policy PPS7 this policy sets out the criteria by which such proposals would be assessed.



Development Management Policy DM13 – Conversion and Re-use of Redundant Buildings in the Countryside

In considering proposals for the re-use and conversion of redundant buildings in the countryside, the District Council will only grant permission if the following criteria are satisfied:

- (a) the design aspects, particularly the scale and character, are suitable for its particular rural location and setting;
- (b) any alterations respect the character of the existing building(s), particularly where it is of traditional design;
- (c) the local road network is able to accommodate the amount and type of traffic generated by the proposal without having a materially adverse effect on highway safety and the amenity of local residents;
- (d) where required, evidence in the form of survey work is provided in order to identify legally protected wildlife species and their habitats, and adequate provision is made to safeguard any that might be found;
- (e) in the case of an employment use, the business should be of a scale appropriate to its location, and preferably provide jobs and /or services for the local community. It should also be well related to sustainable settlements;
- (f) applications affecting buildings of historical or architectural interest must be supported by a full structural survey; and
- (g) conversion to residential use will only be permitted where:
 - (i) subject to it being well related to either Major Centres, Towns, Key and Local Service Centres, it is essential to retain the building because of its architectural or historical interest, its contribution to the character of the countryside through its presence in the landscape or because of its contribution to a group of buildings in the countryside;
 - (ii) the building is in sound condition and will not require substantial alteration and extension;
 - (iii) the applicant has demonstrated to the satisfaction of the District Council that the building is unsuitable for alternative uses and a residential use is the only possible way that the building can be retained;
 - (iv) the building is of permanent and substantial construction;

- (v) the creation of a residential curtilage will not have a harmful impact on the character of the countryside; and
- (vi) it does not involve the conversion of a recently constructed agricultural building(s) that has not been materially used for agricultural purposes.

Where substantial reconstruction is necessary, the proposal will be considered in the same way as a new building in the Countryside and assessed against other Strategic and Development Management policies of this Core Strategy.

Footnotes:

(a) 'Small' is defined as a business which employs 25 persons or fewer on the site in question

(b) 'Living conditions' relate to such matters as noise, vibration, dust and highway safety

Farm Diversification

5.34 Agricultural activities are important to the economy of the district, particularly in the north where most farming activities occur and the viability of agriculture is under the greatest threat. To help these communities, farm diversification schemes are seen as a way to help to sustain existing farm holdings for the benefit of not just the individual farms but for the wider rural area. The purpose of this policy is to provide guidance as to the location, scale and type of uses that could be supported as part of a diversification scheme. In being pro-active in facilitating such activities, this policy should help ensure that activities can be accommodated in a sensitive manner while protecting the countryside for its own sake in accordance with national advice contained in national policy PPS7.

5.35 This could also be an opportunity to provide a facility for the local community such as a part-time post office.

Development Management Policy DM14 – Farm Diversification

Proposals for the diversification of farm enterprises will be granted planning permission if the following criteria are satisfied:

- (a) The proposal should be of a use and of a scale that relates well to its setting. The use proposed should have regard to the immediate road network and accessibility to the primary road network, and should not lead to traffic movements that would prejudice highway safety, the free flow of traffic, or materially harm the living conditions of local residents;
- (b) The application is supported by information that demonstrates that the diversification scheme contributes to the viability of the farm as a whole and its continued operation, or to the sustainability of the local community;
- (c) The proposal either retains existing, provides additional or creates alternative employment, or is for community purposes; and
- (d) The proposal does not involve a residential use except where consistent with other Strategic or Development Management policies.

In respect of (b), the District Council will have regard to the nature of the use and the need for a rural location.

Agricultural Buildings and Structures

- 5.36 Agriculture plays an important role in the economy of Suffolk Coastal, with employment in the sector being nearly 5 times the national average.
- 5.37 Certain types of development have to be located in the countryside, such as buildings or other structures used in connection with agriculture. It is recognised that these buildings may have to be large to meet with functional requirements. However, it is essential that efforts are made to ensure that such buildings or structures have the minimum impact on the countryside. Under the Town and Country Planning (General Permitted Development) Order 1995 (as amended) not all agricultural development requires planning permission. These include agricultural buildings below a certain size, but not farm dwellings or buildings for livestock units sited near residential or similar buildings.

- 5.38 Within the district demand also exists for large scale livestock units, such as poultry and pig units, that are not related to the cultivation of the land on which they are situated. In addition to having a considerable impact on the landscape, because of their scale, these units have the potential, through the production of large quantities of effluent, to pollute watercourses and sources of ground water supply. Such uses also have the potential to generate considerable volumes of traffic, particularly heavy goods vehicles, and many minor roads are not suitable to serve them.

Development Management Policy DM15 – Agricultural Buildings and Structures

Proposals for agricultural buildings and structures for livestock and bulk storage will be permitted in the countryside provided that:

- (a) the building/structure does not intrude materially into the landscape, particularly within the Area of Outstanding Natural Beauty and Special Landscape Areas;
- (b) it can be demonstrated that the local road system is adequate, the site is well related to the primary road network, and the proposal does not compromise highway safety or the free flow of traffic;
- (c) in the case of a building(s) for livestock, the proposal includes appropriate measures for the disposal of effluent; and
- (d) in the case of food preparation, the proposal relates to the agricultural unit or group of units on which the crops are grown.

Where planning permission is granted, an appropriate standard of design, a suitable landscape scheme to reflect the scale of the development and other appropriate measures to minimise the impact of the development will be prerequisites.

Farm Shops

- 5.39 Retailing activities in the countryside can help support agriculture and horticulture by providing an outlet for the sale directly to the public of items produced on the farm or nursery. Where planning permission is required, the Council will have regard to the desirability of the farm to provide a service throughout the year. This could include selling produce grown or made elsewhere in the local area e.g. crafts.
- 5.40 Retailing related to a farm unit or a plant nursery is an important element of the rural economy as it provides employment and a local retail outlet for local residents, in addition to supporting agriculture and horticulture. It is recognised that the sale of other produce locally made, provided they remain ancillary to the farm produce being sold, could also be justified on the grounds that it helps the rural economy.
- 5.41 However, the Council is concerned that unrestricted sales from a farm shop could have a significant adverse impact on a nearby village shop. In addition, there are transport implications due to the traffic likely to be generated, as well as access and parking arrangements.

Development Management Policy DM16 – Farm Shops

Proposals for retail uses linked with an existing farm unit or nursery will be approved subject to satisfactory compliance with the following criteria:

- a) the proposal does not compromise highway safety or the free flow of traffic, and there is adequate off road car parking and a suitable access from the highway;
- b) new buildings will not be permitted, except where:
 - (i) it has been demonstrated that no existing buildings are suitable for the use;
 - (ii) they avoid open countryside;
 - (iii) the scale, nature, design, materials and siting of the retail accommodation is compatible with the existing farm and buildings; and
 - (iv) it will not result in a scale of activity that has a detrimental impact, in physical and economic terms, on the surrounding area; and
- c) the conversion of an existing building, or buildings, to a farm shop should, where appropriate, retain the traditional character.

The District Council will support farm shops selling a range of produce, including some non-local produce, where this provides a sufficiently wide selection to overcome problems of seasonality, provide for continuing employment, provide a facility not otherwise available to a local community and present no threat to nearby local shops. Where planning permission is granted for a farm shop, the Council may consider using planning conditions, where appropriate, to impose limits on the broad types of produce that may be sold.

Elsewhere in the Countryside, proposals for retail development not related to a farm unit will be directed towards higher order settlements that by their nature are more sustainable.

TOURISM

Touring Caravan and Camping Sites

5.42 There has been considerable increase in recent years in the number of holiday makers that use touring caravans, tents or camper vans as holiday accommodation. The Suffolk Coastal area is a popular destination for tourists because of its character and features, and contains a number of well-established sites. While tourists contribute to the local economy this should not be at the expense of the assets which draw tourists into the district in the first place. Touring caravans can be intrusive in the landscape, particularly during the winter months or when sited in open and exposed locations, such as by the sea.

Development Management Policy DM17 – Touring Caravan, Camper Vans and Camping Sites

New touring caravans, camper vans and camping sites will not be allowed within the Heritage Coast, adjoining estuaries, within exposed parts of the AONB, or where they have a materially adverse impact on the landscape.

Elsewhere, new sites will only be acceptable where:

- (a) they are of a scale appropriate to the nature of the site and its setting;
- (b) they are of a high standard of design;
- (c) the road network is able to accommodate the volume of traffic generated without having a significant adverse impact on the free flow of traffic and highway safety; and
- (d) there are services available (i.e. the provision of mains water and adequate sewage/waste disposal).

Extensions to existing sites will only be acceptable where they:

- (i) do not have a materially adverse impact on the landscape or wildlife;
- (ii) are small in scale relative to the existing site (and in this respect the cumulative effect of a number of proposals will be taken into consideration);
- (iii) are of a high standard of design; and
- (iv) facilitate visual improvements where necessary in the form of layout and landscaping.

Where new sites or extensions are allowed, a condition will be imposed which requires a break in use of at least 56 days depending upon the local circumstances. Such circumstances would include the location, the exposed nature in winter, or the need to protect adjacent wildlife sites.

The use of the site for holiday purposes will also be controlled by condition.

Static Holiday Caravans, Cabins and Chalets

- 5.43 Parks for chalets and static caravans make an important contribution to the overall provision of tourist accommodation in Suffolk Coastal. They also make an important contribution to the local economy however, they can have a marked visual impact on the landscape, particularly those sites set out in regimented patterns in open countryside, and on the coastline. This impact is compounded, in that they are present on an all-year-round basis. It is therefore, important to direct their provision away from the more sensitive locations within the district.
- 5.44 In recent years there has been a significant increase in the quality of cabins and chalets available, while satisfying the definition of what a caravan is under the Caravan Sites and Control of Development Act 1960. It is important that this type of accommodation is not abused and used as permanent accommodation. To address this, the Council will restrict the length of occupancy periods permitted.

Development Management Policy DM18 – Static Holiday Caravans, Cabins and Chalets

In respect of sites for static holiday caravans, cabins, chalets and similar accommodation, new sites, extensions to existing sites, and intensification of use of existing sites (by infilling) will not be allowed within the Heritage Coast, adjoining estuaries, within exposed parts of the AONB or where they would have a materially adverse impact on the landscape. Elsewhere, such proposals will only be acceptable where:

- (a) The road network is able to accommodate the volume of traffic generated without having a significant adverse impact on the free flow of traffic and highway safety;
- (b) They are of a scale appropriate to the nature of the location and its setting. In this respect the cumulative impact will also be a material consideration;
- (c) They are of a high standard of design;
- (d) They are to be used as holiday accommodation only, and not for permanent residential accommodation; and
- (e) There are services available (i.e. the provision of mains water and adequate sewage/waste disposal).

Where planning permission is granted, a condition will be imposed to ensure that no holiday unit on the site shall be occupied by the same person(s) for 56 days or more in a calendar year.

TRANSPORT

PARKING STANDARDS

- 5.45 The national parking standards are based on maximum requirements and are set out in national policy PPG13. However, this does allow for local authorities to develop their own residential parking policies to reflect expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. The Suffolk Advisory Parking Standards take into account the location and availability of public transport in addition to distinguishing between rural and urban areas. It is intended to update and produce this as a Supplementary Planning Document.

Development Management Policy DM19 – Parking Standards

Proposals for all types of new development will be required to conform to the District Council's adopted parking standards as set out in a supplementary planning document.

However, in town centres and other locations with good access to public transport the District Council may make exceptions as a transport management tool or where it is impracticable to make parking provision on-site.

In such cases the Council may also, in order to allow the development to proceed, invite applicants to contribute to the provision of cycling provision, walking measures, public transport, or additional public car parking spaces in lieu of any shortfall in car parking provision.

TRAVEL PLANS

5.46 'Travel Plan' is a general term for a package of measures tailored to the needs of individual sites, developments or companies and is aimed at promoting more sustainable travel choices and reducing reliance on the car. Travel Plans help reduce the impact of travel on the environment. They can also help make people healthier, cut down delays caused by congestion, improve access and enhance the working and living environments.

5.47 Travel Plans should be submitted with more complex planning applications that are likely to have significant transport implications. These measures need not necessarily be exclusive to large scale developments. They might also include small developments which generate significant amounts of travel close to air quality management areas, or in locations where a reduction in road traffic is necessary for road safety reasons. The Core Strategy needs to set out the circumstances and thresholds which make Travel Plans necessary.

Development Management Policy DM20 – Travel Plans

Proposals for new development that would have significant transport implications should be accompanied by a 'green travel plan'. It is not necessarily the size of the development that would trigger the need for such a plan but more the nature of the use and would include:

- (a) new employment sites employing over 10 people;
- (b) a use which is aimed at the public (eg retail, leisure activities); or
- (c) major residential development

The travel plans should seek to:

- (i) reduce the use of private cars by encouraging car sharing;
- (ii) provide links to enable the use of public transport;
- (iii) improve road safety for pedestrians and cyclists; and
- (iv) identify any mitigation works to be funded by the developer in conjunction with the proposal, such as improvements of facilities at the nearest transport interchanges.

A condition or a legal agreement will be imposed to ensure implementation of the travel plan

Footnote: 'Major' residential development in this case is 100 or more dwellings

THE ENVIRONMENT

DESIGN

Aesthetics

5.48 Good design should be sought for all types of development irrespective of location (be it in an urban, rural, designated or non-designated area) within the district. Achieving good design is not, and should not be, dependent on the wording of a policy but rather the policy should serve to highlight what needs to be addressed. National policy PPS1 refers to various documents on good practice produced by government departments and CABE (Commission for Architecture and the Built Environment). Professionals working in property development should have knowledge of these.

5.49 PPS1 highlights the importance of good design. It states

'Good design should be the aim of all those involved in the planning process and should be encouraged everywhere. Good design can help promote sustainable development; improve the quality of the existing environment; attract business and investment; and reinforce civic pride and a sense of place. It can help to secure continued public acceptance of necessary new development'.

5.50 The district is very fortunate in having a very high quality environment reflected in its designated national landscape and historical built up areas. This district has a distinctive character which includes non-designated areas.

5.51 The design policies below set out and establish benchmarks by which proposals will be assessed, to provide a starting point for, and provoke, informed discussion. Through these criteria, the Council will seek to highlight and identify the importance of local character and distinctiveness. In many cases, however, supplementary planning documents (SPD) will be more appropriate to address certain locations and specific types of development. These SPDs will cover the following topics:

- extensions to homes and other development within a residential curtilage;
- guidance on small scale residential development of up to five homes;
- shop fronts, signs and advertisements;
- historic building repairs, alterations and extensions;

- lighting;
- conservation area appraisals; and
- development in the countryside, including guidance on replacement and extensions to homes and the re-use and adaptation of rural buildings.

Development Management Policy DM21 – Design: Aesthetics

Proposals that comprise poor visual design and layout, or otherwise seriously detract from the character of their surroundings will not be permitted. Development will only be permitted where the following criteria are met:

- (a) proposals should relate well to the scale and character of their surroundings particularly in terms of their siting, height, massing and form;
- (b) in areas of little or no varied townscape quality, the form, density and design of proposals should create a new composition and point of interest, which will provide a positive improvement in the standard of the built environment of the area generally;
- (c) alterations and extensions to existing buildings should normally respect the plan form, period, style, architectural characteristics and, where appropriate, the type and standard of detailing and finishes of the original building;
- (d) in order for extensions to existing buildings to be acceptable, particularly on those that are considered to be architecturally and historically important (including vernacular architecture) and those located in sensitive locations, the extension shall be visually 'recessive' and its size and design shall be such that the original building will remain the more dominant feature on the site;
- (e) layouts should incorporate and protect existing site features of landscape, ecological or amenity value as well as enhance such features e.g. habitat creation; and
- (f) attention must be given to the form, scale, use, and landscape of the spaces between buildings and the boundary treatment of individual sites, particularly on the edge of settlements.

The District Council will support and strongly encourage the conservation of energy and the use of alternative and renewable sources of energy in the design and layout of proposals for new buildings and conversion of existing buildings, provided it would not seriously detract from the character of the area.

In considering residential development, the District Council will have regard to supplementary planning documents that have been adopted and will generally resist proposals that do not conform to that guidance.

Function

- 5.52 Good design is not just about how the development looks but also how it works. The functional requirements of a development are an essential part of good design and should be addressed at the earliest stage of the design process.
- 5.53 Access to buildings and arrangements for their use by the public, including disabled people, are important planning matters.
- 5.54 DoE Circular 5/94 'Planning out Crime' combined with the Crime and Disorder Act 1998 places an obligation on local planning authorities to do all they can to prevent crime and reduce the fear of crime. The design of new development can play an important part in community safety.
- 5.55 More guidance on design is given in the CABI publication, 'By Design' (ODPM and CABI 2000) which refers to both residential and commercial development and the companion guide to national policy PPS3 'Better Places to Live: By Design' (2001). Both these publications highlight the standards of design that the Government is seeking to achieve in new development.

Residential Amenity

- 5.56 The planning system plays an important role in safeguarding the quality of life of the residents of the district. New development of any type, if located and designed without having regard to both existing residents and future occupants, could cause serious harm to the amenities they currently, or in the case of future occupants would be expected to, enjoy.

Development Management Policy DM22 – Design: Function

Proposals should make provision for their functional requirements. Planning permission will only be granted for new development if the following criteria are met:

- (a) The design and layout of the development provides and maintains safe and convenient access for people with disabilities;
- (b) New development generally makes adequate provision for public transport, cars, cycling, garages, parking areas, access ways, footways, etc in a manner whereby such provision does not dominate or prejudice the overall quality of design and appearance;
- (c) Provision is made to enable access, turning and manoeuvring for emergency vehicles and the collection of waste; and
- (d) Proposals for development take into account the need for crime prevention. Particular attention will be paid to such features as secure design, natural surveillance, adequate lighting and visibility. Proposals aimed at reducing crime within existing development areas will be supported provided that they are not in conflict with the objectives of other plan policies.

The District Council will also support and strongly encourage water conservation measures such as grey water systems, permeable soakaways, and water efficiency devices.



SCDC

Development Management Policy DM23 – Residential Amenity

When considering the impact of new development on residential amenity, the Council will have regard to the following:

- (a) privacy/overlooking;
- (b) outlook;
- (c) access to daylight and sunlight;
- (d) noise and disturbance;
- (e) the resulting physical relationship with other properties;
- (f) light spillage, air quality and other forms of pollution; and
- (g) safety and security

Development will only be acceptable where it would not cause an unacceptable loss of amenity to adjoining or future occupiers of the development.

Sustainable Construction

- 5.57 The Nottingham Declaration (see para 3.107) pledges to take positive action towards addressing climate change by promoting energy efficiency and minimising greenhouse gas emissions. The East of England region is particularly vulnerable to the impacts of climate change and as such it is important to proactively undertake adaptation and mitigation measures.
- 5.58 National planning policy PPS1 – Climate Change - sets out strong measures to address climate change as well as encouraging local planning authorities to set target contributions of decentralised renewable or low-carbon energy in developments. Policy ENG1 of the RSS (East of England Plan) requires at least 10% of energy in 10 or more dwellings or 1,000m² of non-residential development to come from decentralised renewable or low-carbon sources. The Council considers a 10% requirement reasonable, but will in the future consider the potential for increasing this figure as associated costs of provision are predicted to fall over time.
- 5.59 Addressing climate change is also about more than reducing CO₂ emissions from buildings. It is important to recognise that improvements should be made in resource efficiency such as energy, waste, water and other areas like surface water run-off problems. The Code for Sustainable Homes (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM) building standards are nationally recognised levels which require building design and construction to address these challenging issues.
- 5.60 The Government's document *Building a Greener Future: Policy Statement* (2007) is a timetable and programme for ensuring that all new homes are zero carbon for energy use by 2016. Accordingly, it is proposed that there are set increments of improved building standards to be applied in legislation through the Building Regulations leading up to 2016.
- 5.61 Whilst the Council acknowledges that improvements in construction quality will be made through the revisions to Building Regulations, it is considered appropriate and urgent to require developments to demonstrate a true commitment to sustainable development in the district as part of the planning system. With a significant part of the district delivering housing and employment as part of the Haven Gateway Growth Point status, there is a greater rationale to ensure that development is committed to minimising and mitigating adverse impacts.
- 5.62 The exceptional approach is advocated by the Supplement to PPS1 – *Planning & Climate Change* (2007) - and states that authorities must give consideration to issues of viability and nationally accredited systems which the CSH and BREEAM standards are part of.
- 5.63 The Council is mindful that the requirements lead to increased costs and may impact upon development viability. (***Viability is defined in this context as what is practical and affordable***). On this basis and in exceptional circumstances, the Council is prepared to negotiate on required environmental building standards. It is considered that larger developments will have greater potential for including higher standards due to the economies of scale involved.

Development Management Policy DM24 – Sustainable Construction

The Council will expect all new developments, including redevelopment and refurbishment of existing buildings, to use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care in order to take into account the effects of climate change.

In order to satisfy this developments should:

- a) In the case of housing, meet at least star level 3 [until exceeded by national Building Regulation standards] of the Code for Sustainable Homes. For non-residential developments the standard required, as a minimum, will be the most up to date BREEAM 'Very good' rating;
- b) For larger developments of more than 10 dwellings or 1,000m² of non-residential floorspace, at least 50% of the provision must comply with at least star level 4 [until exceeded by national Building Regulation standards] of the Code for Sustainable Homes or the most up to date BREEAM 'Excellent' standard;
- c) For development over 10 residential units, or 1,000m² commercial development, provide at least 10% of predicted energy requirements from on-site decentralised renewable or low-carbon energy generation. Off-site provision may be acceptable where it can be demonstrated that this would have a greater benefit;
- d) Maximise the use of energy efficiency and energy conservation measures in their design, layout and orientation to reduce overall energy demand;
- e) Demonstrate that water conservation measures are incorporated so that predicted per capita consumption does not exceed the appropriate levels set out in the Code for Sustainable Homes or BREEAM standards; and
- f) Incorporate sustainable urban drainage facilities and techniques as part of the layout of a development as appropriate and as advised by the Environment Agency, including minimising the size of impermeable areas so that peak run-off and annual water run-off is reduced where possible, and in any case is no greater than the original conditions of the site. In areas of flood risk, different solutions may be required.

An energy statement should accompany planning applications to show, in terms of energy efficiency and renewable energy, how the target of 10% renewable or low-carbon energy is to be met to the satisfaction of the Council. Where applicants can demonstrate, to the satisfaction of the Council, exceptional difficulties in bringing a site to market as a result of additional costs,

the Council will be prepared to consider detailed information on the viability of a particular scheme, where justified, to reduce the building standard rating requirement.

It is proposed to develop supplementary guidance to assist developers in incorporating renewable energy supplies within their development plans.

Art

- 5.64 'Public Art' is artwork produced by artists in a publicly accessible location regardless of whether it is situated on public or private land. Public Art can be in many different forms such as a sculpture, paving pattern, lighting, seating, carving or earthwork. It can, therefore, be an integral part of the overall design providing a functional as well as an aesthetic contribution and can help create a local distinctiveness.



SCDC

Development Management Policy DM25 – Art

When considering applications for major development the District Council will require the provision of new publicly accessible works of art.

The design and execution of public art should, wherever possible, involve the local community and a local artist, and should always involve the artist in the design process at the outset, in order to maximise the use of public art as an enhancement facility to achieve a sense of place and identity.

The District Council will seek a legal agreement relating to the future maintenance of the art feature where appropriate.

Footnote: For the purposes of this policy, major development is defined as residential development of 10 or more dwellings and for other developments where the floor area to be built is 1000m² gross or more.

Development Management Policy DM26 – Lighting

The District Council will seek to minimise light pollution. Applications for development requiring or likely to require external lighting should include details of lighting schemes. This should include position, height, aiming points, lighting levels and a polar luminance diagram. Applicants will need to satisfy the District Council that:

- (a) The proposed lighting scheme is the minimum needed for security, working purposes, recreational or other use of the land;
- (b) It is designed so to minimise pollution from glare and light spillage, particularly to residential and commercial areas, areas of nature conservation importance, and areas whose open and landscape qualities would be affected; and
- (c) There will be no glare or light spillage onto highways which could dazzle, distract or disorientate road users using them.

In order to prevent unnecessary intrusion into the countryside, or the effect on residential amenity, the District Council may seek to control the days and times of use of lighting.

Lighting

- 5.65 Artificial lighting is desirable in certain circumstances for security, pedestrians and traffic safety, recreation, and for enhancing historic and architecturally important buildings. Poor or insensitive design and installation of lighting schemes, however, can result in light pollution. This can occur as sky glow, glare and light trespass (i.e. light spillage beyond the boundary of the property on which the light is located).
- 5.66 Light pollution also represents an inefficient use of energy and a waste of natural resources, contrary to the aims of sustainable development. Proposed lighting schemes should be the minimum needed for the purpose. They should result in the minimum possible pollution from glare and light spillage, and there should be no light spillage onto highways which could cause dangers. Energy efficient light bulbs should be used where possible.
- 5.67 To assist applicants, the Council intends to produce a supplementary planning document on lighting. It will cover not only recreational lighting but all other uses for which external lighting is required.

BIODIVERSITY AND GEODIVERSITY

- 5.68 A significant part of the district is within internationally and nationally designated sites which are centred along the river estuaries and coastal areas. By their nature such areas are particularly sensitive to development and, therefore, careful consideration should be given when assessing new proposals. In accordance with the RSS, the strongest level of protection is given to these areas. At the same time, it is also recognised that sometimes certain types of development could in fact improve wildlife habitats.
- 5.69 The rapid changes and rate of development in recent years have had a significant impact on the quantity and range of habitats. Sites of International importance, which include Ramsar sites and SSSIs, are protected under statutory protection and will be identified on the Proposals Map.

5.70 The RSS places a particular emphasis on the importance of giving consideration to habitats and species outside designated sites, including those species protected by law.

5.71 In order to safeguard nature conservation it will be important to seek to protect key sites, complemented by a general presumption against development which would be to the detriment of other important sites and habitats.

Development Management Policy DM27 – Biodiversity and Geodiversity

Development will not be permitted where there is an unacceptable impact on biodiversity and geodiversity having regard to the following;

- (a) The status and designation of sites, habitats and species;
- (b) The need to avoid the loss and fragmentation of important sites and habitats; and
- (c) The impact and effectiveness of any mitigation measures proposed to minimize and/or protect sites, habitats and species. Mitigation measures that encourage biodiversity will be looked upon favourably.

Where development is permitted, the retention or replacement of important sites and habitats will be sought through conditions or legal agreement. Opportunities will also be taken to create and enhance wildlife corridors and networks.

Improved site management and increased public access to sites will be encouraged where appropriate.

FLOOD RISK

5.72 It is important to ensure that new development is not at risk from flooding, which would endanger life and damage property. Similarly, it is important to ensure that new development does not impede flood flows, reduce flood storage capacity, or exacerbate problems of flooding in areas downstream through an increase in run-off from impermeable surfaces such as roofs and paved areas.

5.73 In order to assist in the planning of the district, particularly where allocations should be made and where new development should be located, the Council commissioned a joint Strategic Flood Risk Assessment (SFRA). This will influence the determination of planning applications on individual sites.

5.74 It is appreciated that development in areas at some risk of flooding is sometimes unavoidable as many of the towns in the district are located in high risk areas. To address this, this policy requires mitigation to ensure no net increase in the risk of flooding.



Development Management Policy DM28 – Flood Risk

Proposals for new development, or the intensification of existing development, will not be permitted in areas at high risk from flooding, i.e. Flood Zones 2 and 3, unless the applicant has satisfied the 'sequential test' outlined in national Planning Policy Statement PPS25. Where the proposal is one for housing, the geographical area of search for alternative sites will be determined by the following principles:

(a) Affordable Housing:

Where a site is within the physical limits boundary of a Major Centre, Town or Key Service Centre and there is an identified need for the affordable housing, the geographical area of search for a sequentially preferable site is the physical limits boundary. If there are no sequentially preferable sites capable of accommodating the development, then the proposal will be supported in principle subject to passing the 'exception test' set out in appendix D of PPS25. Where the scheme is to be approved, it will be subject to a S106 Agreement which ensures that the affordable housing is retained as such in perpetuity.

Where a site is outside the physical limits boundary of a Town or Key Service Centre and is being promoted as an "exception site"* the same principles will apply. However, the applicant will need to demonstrate that all other potential "exception sites" have been examined and there are no sequentially preferable sites available in locations abutting or well-related to the particular settlement boundary.

Affordable housing will not be permitted in areas of high risk of flooding within or outside other settlement categories.

(b) Open market housing:

Where a site is within the physical limits boundary of a Major Centre, Town or Key Service Centre and there is an identified need for the housing in order to meet the requirements as set out in the Regional Spatial Strategy or to maintain a 5 year supply of housing land, the geographical area of search for a sequentially preferable site is the housing market area**. If there are no sequentially preferable sites capable of accommodating the development, then the proposal will be supported in principle subject to passing the 'exception test' set out in appendix D of PPS25.

In the case of both affordable and open market housing, of particular relevance when applying the 'exception test' will be where significant redevelopment, or regeneration is required in order to achieve the Objectives or implement the Strategy for a particular settlement or settlement type.

In all other areas new housing should not be permitted within Flood Zones 2 or 3.

Within all areas at high risk from flooding the proposal must be accompanied by a flood risk assessment which shows that the proposal:

- (a) Is unlikely to impede materially the flow or storage of flood water or increase the risk of flooding elsewhere (for example, due to additional water run-off); and
- (b) Would not increase the number of people or properties at risk from flooding, by including appropriate mitigation measures to prevent this occurring.

* Footnote – for 'exception sites' see policy DM1

** For definition see glossary

TELECOMMUNICATIONS

- 5.75 Modern telecommunications are an important part of life for local communities and make a significant contribution to the national economy. They have a specific role in promoting sustainable communities by helping to counteract the effects of relative remoteness in rural areas, and limiting the need to travel for work, information, learning and shopping. It is Government policy to facilitate the growth of new and existing telecommunications systems, whilst keeping the environmental impact to a minimum. This policy approach reflects this advice by setting out appropriate criteria to guide the location and design of necessary development.
- 5.76 Government guidance in national policy PPG8 is clear that whilst health considerations and public concern can in principle be material planning considerations, provided that the design and location of the facilities comply with the national guidelines which set precautionary requirements relating to public exposure, it should not be necessary for a local planning authority to consider further health aspects and concerns about them.

Development Management Policy DM29 – Telecommunications

Proposals for telecommunications installations, including masts, antennae, dishes and other apparatus, will only be permitted where they comply with the following criteria:

- (a) the siting and external appearance of all installations, including any location or landscaping requirements, shall be designed to minimise the impact of the development on its surroundings while respecting the need for operating efficiency, and the technical and legal constraints placed on operators;
- (b) any antennae proposed for erection on buildings shall, so far as is practicable, be sited and designed to minimise their impact on the external appearance of the building; and
- (c) applications shall be supported by evidence to demonstrate that the possibility of erecting antennae on an existing building, mast or other structure has been fully explored and that there are no better alternative locations.

In sensitive locations more stringent controls will be exercised. These sensitive locations include Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Conservation Areas, Special Landscape Areas, Historic Parklands, other areas with special designations, and those near listed buildings or within the setting of listed buildings. Proposals will be permitted only where they meet the above criteria and are supported by evidence to demonstrate:

- (i) that they would meet an essential need, for example by providing an essential link to national services; and
- (ii) that there are no suitable alternative sites in less sensitive locations.

If approved, a condition would be imposed to ensure that the land is restored to its former condition within a specific period of the use being discontinued and in accordance with an approved scheme of works.

COMMUNITY WELL-BEING

KEY FACILITIES

- 5.77 Facilities such as shops, post offices and public houses are an important part of the social fabric of village communities and in places, contribute towards the tourism economy. In large villages and towns, health facilities are also important key service facilities. All these facilities also provide a valuable service to those living in the community, particularly the elderly and those without their own means of transport. Village shops have been in decline as superstores, with their range of goods and discounted prices, have grown in number.
- 5.78 The Council considers that it is important to retain existing village shops and post offices as well as other village facilities, including public houses, where there is no readily available local and accessible alternative within the community or village. While the Council cannot prevent an owner or occupier from closing a village shop or a public house and cannot influence market forces or the trading ability of a business, it does have some control on any subsequent re-use of the premises.
- 5.79 The Council will require any application involving the loss of a key facility such as village shop, post office or public house to be supported by financial information. Another way in which such local facilities can be supported is by means of voluntary help from within the community.
- 5.80 Apart from commercially operated facilities, there are a number of other key community facilities which may come under threat. These include church, village or other halls; playing fields, churches and allotments. The local parochial church council, Parish Council or other locally accountable body may run these facilities on behalf of the community. The Council is anxious that this type of facility should also be retained wherever possible, and that it should not be lost without some evidence of detailed local consideration.

Development Management Policy DM30 – Key Facilities

The redevelopment or change of use of key facilities within rural communities and local and district centres in urban areas will only be permitted where:

- (a) The existing use is not, or cannot be made to be financially viable, nor sold as a going concern; or
- (b) The local community has not come forward with a realistic proposal to assume operation of the business.

The partial redevelopment or change of use of a key facility will also only be permitted where this will not prejudice its viability or future operation, and subject to the other policies in the LDF.

Footnote:

A 'key facility' would depend upon the local circumstances but would certainly include a shop selling convenience goods, a post office and public house where there are no accessible comparable facilities within the village. Garages, petrol filling station and other shops, as well as community halls, churches, health care and sports facilities might also be included, depending upon local need and other provision in the settlement.

Public Buildings

- 5.81 Recreational or community use can often be made of redundant school or other public buildings, although a residential or commercial use of the building usually attracts a much higher value. This may take the property out of the financial reach of the local community.
- 5.82 Nevertheless, the Council feels that where a building, such as a redundant school, becomes available it should, in the first instance, be considered for recreational or community use and the local community be encouraged to consider its potential for such uses.

Development Management Policy DM31 – Public Buildings

In the event of 'public' buildings, such as schools, churches or halls becoming redundant or available, planning permission for a change of use to a recreational or community use will be supported as a priority.

The change of use of a public building to an employment use will only be permitted where the District Council is satisfied that a community or recreational use cannot be achieved or is not appropriate.

Residential use will only be permitted in exceptional circumstances where the applicant has clearly demonstrated that there is no current and unlikely to be any future demand for the building to be used for a recreational, community or employment use or there would be a substantial planning benefit in permitting a residential use.

The form and details of the evidence submitted in support of an application for conversion to an employment or residential use, such as where and for how long a property is marketed, should be agreed with the planning authority prior to the submission of an application.

development. In all new developments, provision should keep pace with the rate of development.

- 5.85 A comprehensive assessment of the existing provision for each parish has been carried out. Based on the results and then comparing them with the National Playing Fields Association standard, an Outdoor Playing Space Funding Scheme has been produced. The mechanism for this scheme is set out in Supplementary Planning Guidance (SPG) which will be carried forward as a Supplementary Planning Document (SPD).
- 5.86 Proposals which involve the loss of any existing outdoor playing space (youth and adult use), whether public, private or a school facility, should be judged against the overall needs of the community, adopted standards of provision and the availability of facilities elsewhere.
- 5.87 This policy recognises that playing fields and sports grounds which are situated within the towns and villages also contribute towards the character of an area and create 'pockets' of nature within large expanses of houses.

Sport and Play

- 5.83 Applications for new sports facilities or the improvement of existing facilities will be supported by the Council unless the development is likely to raise issues of concern. In particular, the Council will consider the likely effect of the proposed development on the surrounding area and the countryside, as well as access provision.
- 5.84 The economic climate and in particular the restraints on local authority spending, mean that the Council will find it increasingly difficult to continue to make good any existing shortfalls of some playing space provision, and virtually impossible to make good any future shortfalls that may result from additional development, even though the provision of adequate outdoor playing space forms an integral part of the Council's overall Health Strategy. New residential development, irrespective of size, will therefore be expected to contribute to the provision of outdoor playing space which is required as a direct result of meeting the needs of that



Development Management Policy DM32 – Sport and Play

Proposals for new facilities for sport and play will be considered in relation to the character of the location, the scale of the settlement, the impact on landscape and townscape, access provision, highway safety and residential amenity.

Proposals that involve the loss of existing sports facilities and playing space (youth and adult) whether public, private or a school facility will be judged against:

- (a) the overall needs of the community;
- (b) adopted standards of provision;
- (c) the availability of comparable facilities elsewhere;
- (d) the contribution which a facility makes to the character of an area; and
- (e) its value for informal recreation.

Planning permission will not be granted where the loss of the facility would result in a shortfall in provision or would exacerbate an already existing shortfall, unless an equivalent facility is provided in a location agreed with the District Council and secured by a planning obligation, or other legal agreement.

Proposals for new residential development will be expected to provide or contribute towards indoor and outdoor sport and play space, including equipment and maintenance.

Development Management Policy DM33 – Allotments

The District Council will encourage the provision of new allotments in order to meet any demand that might be identified.

The Council will resist the loss of existing allotments to other uses unless suitable alternative allotments of equivalent size and quality are provided in the locality. The only exceptions to this policy will be where:

- (a) there is overwhelming evidence to show that there is unlikely to be any future demand for the allotments; and
- (b) other allotments already exist and have the necessary spare capacity, and the District Council is satisfied that a recreation or community use is not appropriate.

Allotments

5.88 In 2005 the Government commissioned the University of Derby to undertake research on allotments in England. The Government recognises that allotments provide many benefits and can help improve the quality of life in communities through the provision of fresh healthy food, exercise and community interaction. They can also be valuable green spaces and the Government is seeking to ensure that they are properly protected, promoted and cared for.

5.89 To assist in the provision of allotments, the Council will have regard to Parish Plans which could provide the evidence base to determine whether there is a demand for new allotments.



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IMPLEMENTATION AND MONITORING

INTRODUCTION

- 6.01 Monitoring is an important and necessary step in the modern planning system in order to check that strategies and policies are having the intended effect. It enables a greater understanding of outcomes as well as providing the ability to react promptly and effectively to any required policy changes. Under the Planning & Compulsory Purchase Act, 2004 the Council has a statutory duty to publish an Annual Monitoring Report (AMR) relating to the Local Development Framework (LDF) at the end of each calendar year. Within the AMR, the Council reports on progress:
- towards meeting milestones in the production of documents;
 - towards meeting planning targets and objectives; and
 - on the implementation of policies and any significant effects arising.
- 6.02 There is a requirement of the Core Strategy to produce a monitoring and delivery framework that details what targets and indicators will be used to track the progress of the plan objectives and policies. It must also set out the delivery framework for implementation of the Vision and Objectives as well as any envisaged infrastructure constraints that may inhibit development proposals. In many instances, the delivery of the Vision and Objectives will be implemented through other Local Development Framework documents such as the Site Allocations and Area Specific Policies Development Plan Document (DPD) as well as supporting partnership documents such as the Sustainable Community Strategy (SCS).
- 6.03 There are a range of objectives, indicators, targets and timescales that are common across many strategies, and these have been identified and used where possible. For example, there is a strong working relationship and approach adopted between the LDF and the SCS. The monitoring framework, which is proposed to track progress towards meeting objectives, is found in Table 6.1. The linkages, synergies and delivery mechanisms between the main strategies and partners and the Local Development Framework Core Strategy Policies are set out in Table 6.2, which also shows the delivery framework. Delivery and funding of outcomes will not be undertaken by one agency or partner in isolation. To be successful, delivery of the LDF policies will involve a collaborative partnership between many relevant stakeholders, for example, the local authority, infrastructure providers and developers.

Infrastructure Constraints

- 6.04 It is recognised that in order to deliver the proposed growth in the district in a sustainable manner, it will be necessary to align plans and funding for new infrastructure. This will include all of the types of infrastructure identified in the Core Strategy but in particular, those relating to transport, education, primary health care, policing, play/open space, flooding, water supply and electricity provision. The main driver for required infrastructure improvements is the combination of existing needs and future housing and population growth.
- 6.05 The Council has and continues to clarify, review and resolve positions with service providers as well as make contact with those where infrastructure impacts are uncertain. The information presented below is provided as the best information available to date and may be subject to change as more information and studies become available to contribute to the evidence base.
- 6.06 In September 2009, the Council commissioned further work in order to re-evaluate and cost the infrastructure issues relating to the two major growth areas of the Ipswich Policy Area and Felixstowe/Walton and the Trimley Villages. Generally, it is the information contained in these more detailed, and most up to date studies which will be used as the basis for discussions in relation to these two areas.

Water supply (Haven Gateway Water Cycle Study)

- 6.07 The district water supply service is in split ownership and responsibility between Anglian Water and Suffolk & Essex Water. Anglian Water is the main water supply provider in the district including responsibility for the identified main growth areas around Felixstowe and Ipswich Policy Area. A costing of any required infrastructure is not available from Anglian Water until detailed plans are better known.
- 6.08 In the Felixstowe area, the Haven Gateway Water Cycle Study – Stage 1 states that any scale of significant housing growth in this area will require off-site reinforcement works to water supply infrastructure. Funding to achieve these works would most likely come from the period 2010 – 2015 budgets. Anglian Water put together a business plan for funding to present to OFWAT in 2009.

- 6.09 The situation is more unclear in the Ipswich Policy Area as to what the full infrastructure requirements and capacity are. However, it is expected that a new water mains service will likely be required.
- 6.10 Discussions will need to be had as part of the Site Allocations and Area Specific Policies DPD relating to infrastructure issues outside of the two main growth areas. Further investigation into water issues is being taken forward by the Haven Gateway Water Cycle Study, which will investigate what strategic water infrastructure requirements will need to be funded in order to support major growth locations. The results of the Stage 2 work were received in September 2009. Following clarification, however, it has been determined that the information provided by Anglian Water and contained in the Community Infrastructure Studies for the major growth areas is the most up to date.

Sewerage (Haven Gateway Water Cycle Study)

- 6.11 Anglian Water is the sole responsible authority for wastewater services in the district. A costing of any required infrastructure will not be available from Anglian Water until detailed plans are better known.
- 6.12 In the Felixstowe area, there is an estimated immediate foul-drainage capacity available to deal with a modest growth of housing up to around 100 homes. However, beyond these figures, substantial growth numbers will require off-site reinforcement work for wastewater infrastructure – as identified in the Haven Gateway Water Cycle Study – Stage 1.
- 6.13 There is a substantial wastewater treatment works located to the south of Felixstowe around Dock Road. This works may not experience many problems with foul water discharge due to its proximity to the Orwell estuary. However, the works are located a significant distance away from possible growth locations in Felixstowe (and the Trimleys). For reasons of network capacity and risk of flooding, there may be concerns towards installing additional pressure onto the existing town network. It may, therefore, be required that a new pump system is required to bring additional wastewater capacity down to the works in the south of Felixstowe.
- 6.14 For the Ipswich Policy Area the situation is currently unclear as to what the full infrastructure requirements and capacity are. However, it is expected that a significant amount of funding

will be required to secure a new independent drainage system and off-site drainage discharging via new pump station to the Cliff Quay Catchment. In some instances, Cliff Quay works in Ipswich is located a significant distance from possible growth locations. In addition, it is expected that Cliff Quay works may also require updating as many brownfield locations in the Ipswich Borough come forward for development. Towards the East of the Ipswich Policy Area, it may be possible to relieve some water discharge issues by connecting any potential developments into the works at Woodbridge.

- 6.15 Further investigation into wastewater issues is being taken forward by the Haven Gateway Water Cycle Study, which will investigate what strategic wastewater infrastructure requirements will need to be funded in order to support major growth locations. The results of the Stage 2 work were received in September 2009. Again in relation to the Stage 2 work it has been determined that the information provided by Anglian Water and contained in the Community Infrastructure Studies for the major growth areas is the most up to date.

Green Infrastructure

- 6.16 Deficiencies in green infrastructure provision have been identified in the Haven Gateway Green Infrastructure Study, notably in the general locations of Ipswich Policy Area, Felixstowe Peninsula, Saxmundham and Wickham Market. The Council will undertake further work to the Haven Gateway Green Infrastructure Study in order to assess the green infrastructure needs of the remainder of the district. The outcomes of these will form the basis for the implementation of the LDF involving partners as relevant.
- 6.17 Green infrastructure provision has also been identified as making a significant contribution towards mitigation measures to reduce the impact of new development. Green infrastructure not only provides attractive areas for healthy living, but also contributes towards reducing recreational pressure on sensitive environmental areas. The Appropriate Assessment of the Core Strategy identifies that suitable green infrastructure provision will need to be made in the Ipswich Policy Area and Felixstowe Peninsula areas in order to offset the potential impact upon the Orwell and Deben estuary designations. As the issue is common to both Suffolk Coastal District Council and Ipswich Borough Council development plans, the two authorities will work in partnership to achieve this aim. Natural England

is a leading authority on these issues and has expressed support for such an approach.

- 6.18 The Council will seek to involve relevant partners in the implementation and monitoring of green infrastructure provision and relevant impacts. This will likely include establishing a Visitor Management Plan, and effective monitoring of outcomes can be reported through the Annual Monitoring Report process. Where unfavourable outcomes are observed the process will trigger a review of the Visitor Management Plan in order to negate the adverse impacts.

Flood defence

- 6.19 Information on this will be provided through the Shoreline Management Plan. The Strategic Flood Risk Assessment has been completed and is adopted by the Council. Further advice from the Environment Agency and the Department for Environment, Food and Rural Affairs (DEFRA) will aid flood defence information.

Transport

- 6.20 The Highways Agency and Suffolk County Council are responsible for transport issues in the district.
- 6.21 Strategically, the A14/A12 trunk road in the very south of the district is predicted to experience acute capacity issues in future years. Further work has been carried out in respect of identifying strategic options and solutions for this as part of the evidence base supporting the Regional Spatial Strategy – East of England Plan. In relation to the Core Strategy, a detailed Transport Appraisal to assess the impact of the scales of growth proposed for the Ipswich and Felixstowe areas has now been completed and forms part of the evidence base.
- 6.22 In respect of the growth areas in the district, the Highways Agency has indicated that in Felixstowe, for many growth options, developers will be expected to fund improvements to relevant junctions that could be at J59 – Trimley Interchange, J60 – Dock Spur Roundabout, or J62 – Port of Felixstowe Roundabout.
- 6.23 In Ipswich Policy Area, the Highways Agency has previously stated that growth proposals would be unlikely to impact upon the trunk roads. More locally, there are issues to discuss in relation to the radial road network serving journeys to/from central Ipswich. The Haven Gateway Ipswich A14 Corridor Study (2007) produced as background

evidence to the RSS suggested that possible management options for the A14/A12 around Ipswich could include road pricing, variable speed limits, additional park and ride capacity, and A14 access control. In the longer term, there may be potential to investigate an Ipswich Northern Bypass. More locally, impacts of proposed development on the local road network will likely be resolved through the Site Allocations and Area Specific Policies Development Plan Document. The most recent local transport assessment identifies the need for improvements to junctions on the A12 between Seven Hills (A12/A14 junction and the A12/A1214.

- 6.24 At present there is limited indication as to how these measures might be implemented but phasing of any outcome would need to be linked to the proportionate phasing of housing and employment development.

Energy provision

- 6.25 EDF Energy is the responsible authority for electricity supply in the district.
- 6.26 It is currently expected that the local distribution network works feeding the Ipswich Policy Area will need supply reinforcements at Cliff Quay, Ipswich in order to supply the growth projections for this area. A new electricity sub-station is likely to cost around £2m with supporting off-site cable works between £1-£3m. Similarly, EDF has initially expressed a potential need to upgrade electricity supplies at Wickham Market that currently serve some energy intensive industries at Rendlesham.
- 6.27 Further discussion will need to be had with EDF to clarify these positions and identify any other issues across the district.

Health provision

- 6.28 NHS Suffolk is the Primary Care Trust responsible for health provision in the district.
- 6.29 There is a limited amount of information available for healthcare provision at this point and further discussions will need to be undertaken with NHS Suffolk to work out the district requirements.

- 6.30 In response to strategic housing growth in the Felixstowe area, comments were received in relation to likely healthcare requirements. The existing provision in Felixstowe is already planned to be modernised further, but this is unlikely to increase capacity above serving the existing community catchments. Any new development in the Walton area or north of the A14 will require concurrent provision of health care provision to adequately meet demand.
- 6.31 The situation is similar in the Ipswich Policy Area whereby any strategic allocation for housing growth will need to have additional health care provision factored in, as existing capacity is not sufficient. This may be in the form of extending existing facilities, or with larger growth scenarios, a new health centre may be practical.

be necessary that new secondary education provision be provided in this area. It is unclear at this point in time whether a new 11-16 year olds secondary school or new sixth form provision would be best suited. A new secondary school would cost in the region of £25m and public funds would be unlikely to contribute more than a small proportion of this. Any strategic housing allocation would need to include a primary school provision to serve it.

Education

- 6.32 Suffolk County Council is responsible for education provision across Suffolk. Currently there is a lot of activity and new projects going on in this subject including Building Schools for the Future (BSF), and the School Organisation Review. The County Council is conducting consultations on these and as such, future outcomes will need to be taken into account at a later date.
- 6.33 In Felixstowe, under the BSF programme, the County Council is proposing to create one secondary school on a single site [Orwell High School]. Proposals on new secondary school provision were published in January 2009. A final decision on the outline planning application will be determined later in 2010. At present there is sufficient secondary school capacity to serve strategic housing growth in the Felixstowe area. A single new school site will have capacity to serve strategic housing growth but would require further extension to the building in due course. Primary school capacity is dependant upon where new housing development takes place. For a large allocation, primary school provision will need to be provided as part of the development. If development is dispersed, then the situation becomes less clear.
- 6.34 The existing secondary school infrastructure in the Ipswich Policy Area is already at maximum and there is no current capacity for future growth. A strategic allocation in this area will have a significant impact upon local secondary school provision, particularly Kesgrave High School where there is little scope for expansion. To meet the proposed levels of growth, it will therefore,

Table 6.1 – Monitoring Framework

* Please refer back to the individual objectives in this document for full objective description.

Objective*	Target	Indicators	LDF Policies
1. Sustainability	To improve contributions made towards achieving a district where sustainable development principles are inherent.	All indicators should contribute. • Planning applications (and number of homes) granted contrary to policies identified adjacent.	SP1 DM24
2. Housing Growth	<p>To satisfy the RSS new housing requirement total of 10,200 homes throughout the district and 3,200 in the Ipswich Policy Area in the period 2001 to 2021.</p> <p>In accordance with the RSS target, deliver an average of 510 per annum over the period up to 2026, which provides a mix of home sizes to match the needs of the area.</p> <p>To maintain provision for a 15 year housing supply and a 5-year rolling housing land supply.</p> <p>Achieve at least 50% of new housing development upon previously developed land.</p> <p>Ensure that new housing makes efficient use of land and at least 70% of major development achieves a density of 30+ dph.</p>	<ul style="list-style-type: none"> • Planning applications (and number of homes) granted contrary to policies identified adjacent. • Percentage of new housing in major centres, market towns, key service centres, local service centres, other villages, countryside. • Housing completions and trajectory. • Development density. 	<p>SP2, SP3, SP4, SP19, SP20, SP21, SP23, SP24, SP25, SP26, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM5, DM6, DM7, DM9</p>
3. Local Housing	<p>To increase the proportion of affordable homes by constructing 1,900 affordable homes (1500 social rented homes and 400 intermediate homes) in the period up to 2026.</p> <p>To achieve at least 600 new affordable homes in the first five years of the Plan.</p>	<ul style="list-style-type: none"> • Housing completions. • Affordable Housing provision. • Affordable housing delivery on exception sites. • Number of homes lost to open market under right to acquire. • Affordable Housing tenure. • Housing density. • Types and size of homes. • Home price to income ratio. • Homelessness. 	<p>SP2, SP3, SP4, SP19, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM9</p>

Objective*	Target	Indicators	LDF Policies
	<p>Deliver an average of 510 per annum over the Plan period, which provides a mix of home sizes to match the needs of the area.</p> <p>Meeting identified need for Gypsy & Travellers accommodation:</p>	<ul style="list-style-type: none"> Gypsy & Traveller authorised/unauthorised pitches. 	
4. Economic development	<p>From 2001 – 2021, to facilitate the creation of at least 8,000 new jobs including providing for no less than 8.5 hectares of new employment land to meet the RSS requirements.</p> <p>To maintain and enhance a spread of employment site take up at all scales across the district.</p> <p>Maximise floor space take up.</p>	<ul style="list-style-type: none"> Amount of employment floor space created / lost. Development lost / gained on previously developed land. VAT business registration changes. Unemployment rate. Employment space lost to other uses. 	<p>SP5, SP6, SP7, SP8, SP9, SP20, SP21, SP22, SP23, SP24, SP25, SP26, SP27</p> <p>DM10, DM11, DM12,</p>
5. The rural economy	<p>Maintain and enhance the prosperity of business activity in rural areas.</p>	<ul style="list-style-type: none"> Amount of employment floor space created / lost in rural areas (defined by RSS monitoring returns). 	<p>SP7, SP8, SP29</p> <p>DM12, DC13, DC14, DC15, DM16, DM17, DM18</p>
6. Tourism	<p>Increase the economic benefits of tourism in a sustainable manner.</p>	<ul style="list-style-type: none"> Number and percentage employed in tourism. Planning applications granted contrary to policies. 	<p>SP8</p> <p>DC17, DC18</p>
7. Felixstowe and the Market Towns	<p>To sustain and enhance the vitality and viability of market towns.</p> <p>To deliver identified floorspace needs.</p> <p>Vacant units in town centres not to exceed the national average of 11%.</p> <p>To improve the number and mix of services available at town centres.</p>	<ul style="list-style-type: none"> Amount of employment floor space created / lost. Proportion of town centre units with A1 uses. Vacant town centre units. 	<p>SP9, SP21, SP22, SP23, SP24, SP25, SP26</p>

Objective*	Target	Indicators	LDF Policies
	Encourage protection of key local services.		
8. Transport	Increase the proportion of journeys taken by sustainable modes.	<ul style="list-style-type: none"> • Car parking standards • Developments where a Travel Plan was submitted as a condition of development. • Employment permissions and allocations in urban areas. • Proportion of Port freight carried by rail. 	SP10, SP11 DM19, DM20
9. Climate Change	<p>To mitigate against the effects of climate change and minimise the factors that contribute towards the problem.</p> <p>To improve the energy efficiency of homes. Ensure that at least 10% of energy consumption in relevant new development is from renewable or low carbon energy.</p> <p>Increase installed capacity of renewable energy generation.</p> <p>Minimise the risk of flooding and coastal erosion.</p>	<ul style="list-style-type: none"> • Number of planning applications approved that meet or exceed the Code for Sustainable Homes / BREEAM standard. • Renewable energy installed by type. • Flood risk – planning application approved contrary to Environment Agency advice. • Coastal erosion – planning applications refused due to coastal erosion. 	SP12, SP1, SP30 DM24, DM28
10. The Coast	<p>To secure continuing prosperity of coastal communities.</p> <p>To respond to climate change</p>	<ul style="list-style-type: none"> • Rate of loss, or damage, to protected areas • Indices of Multiple Deprivation • Length of protected and defended coastline • Creation of integrated management plan 	SP21, SP22, SP30
11. Protecting & Enhancing The Physical Environment	<p>Improve biodiversity, geodiversity, landscape and townscape quality throughout the district.</p> <p>No loss in number and area of ecological and geological designations.</p>	<ul style="list-style-type: none"> • Number of planning applications refused due to design policies. • Change in the area of designated landscapes • Change in areas and populations of biodiversity importance. 	SP14, SP15, SP17, SP18 DM8, DM 21, DM22, DM27

Objective*	Target	Indicators	LDF Policies
	<p>No loss of areas or populations of biodiversity importance.</p> <p>Continually improve the condition reported of SSSIs.</p>	<ul style="list-style-type: none"> The annual condition of SSSIs. 	
12. Design	<p>To deliver high quality developments, based on principles around quality, local distinctiveness and sustainability.</p> <p>To not permit planning applications where the design standard is poor.</p>	<ul style="list-style-type: none"> Number of instances where the policies have been used for a reason for refusal of planning permission 	<p>SP15</p> <p>DM21, DM22, DM23, DM25, DM26</p>
13. Accessibility	<p>To improve the proportion of the population with access to key local facilities as defined in the settlement hierarchy.</p>	<ul style="list-style-type: none"> Parishes lost/gained key facilities. New retail floor space in town centres. VAT business registration changes. Proportion of A1 units in town centres. 	<p>SP11</p> <p>DM30, DM31, DM32, DM33</p>
14. Green Infrastructure	<p>To increase the amount of open space and play space.</p> <p>To increase the amount of high quality open space managed to Green Flag standard.</p> <p>In partnership, to set up and implement Visitor Management Plans on the Deben and Orwell Estuaries</p>	<ul style="list-style-type: none"> Amount of leisure development. Change in the provision of Open Space meeting the standard. Change in the provision of Play Space meeting the standard. The amount and percentage of open space managed to Green Flag award standard. Gains/Losses of green infrastructure over 1ha Progress milestones of Visitor Management Plan 	<p>SP16, SP17</p>
15. Physical & Community Infrastructure	<p>To improve levels of service provision and ensure identified deficiencies are addressed.</p>	<ul style="list-style-type: none"> Amount of S106 money secured. Number of planning applications incorporating a contribution towards provision of services and infrastructure. Successful achievement of identified key infrastructure projects. 	<p>SP18</p> <p>DM32, DM33</p>

Implementation and Monitoring

Table 6.2 – Delivery Framework

* Please refer back to the individual policies in this document for full strategic policy description.

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP1 – Sustainable Development	Continuous	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Sustainable Community Strategy • All Suffolk Coastal District Council strategies • Local Transport Plans 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Local Parishes • Developers • Statutory service providers • Transport operators
SP2 – Housing Numbers	2001-2026	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions • Strategic Housing Land Availability Assessment • Housing Land Availability Report 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Haven Gateway Partnership • Registered Social Landlords • Housing Association • Statutory service providers • Town / Parish Councils
SP3 – New Housing	2001 – 2026	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions • Strategic Housing Land Availability Assessment • Housing Land Availability Report • Suffolk Coastal District Council Annual Monitoring Report 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Haven Gateway Partnership • Registered Social Landlords • Housing Association • Statutory service providers
SP4 – Gypsies, Travellers & Travelling Showpeople	2001 – 2026	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Haven Gateway Partnership • Registered Social Landlords • Housing Association • Statutory service providers • Suffolk Coastal District Council • New Traveller Groups • The Travelling Showmans Guild • The Forestry Commission
SP5 – Employment Land Development	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Haven Gateway Partnership • East of England Development Agency

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
		<ul style="list-style-type: none"> • Suffolk Coastal District Employment Study • Martlesham Research & Business Campus Supplementary Planning Document • Suffolk Coastal District Council Annual Monitoring Report 	<ul style="list-style-type: none"> • Developers • Local businesses
SP6 – Regeneration	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions • Leiston & Saxmundham Regeneration Area Action Plan 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Haven Gateway Partnership • East of England Development Agency • Suffolk County Council • Developers • Local businesses • Local Parishes
SP7 – Economic development in the rural areas	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • East of England Development Agency • Haven Gateway Partnership • Developers • Local businesses
SP8 – Tourism	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • English Heritage • Suffolk Coastal & Heaths Unit
SP9 – Retail Centres	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Suffolk Coastal Retail Study 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • East of England Development Agency • Suffolk County Council • Developers • Local businesses • Local Parishes
SP10 – A12 & A14	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Other Suffolk Local Authorities

Implementation and Monitoring

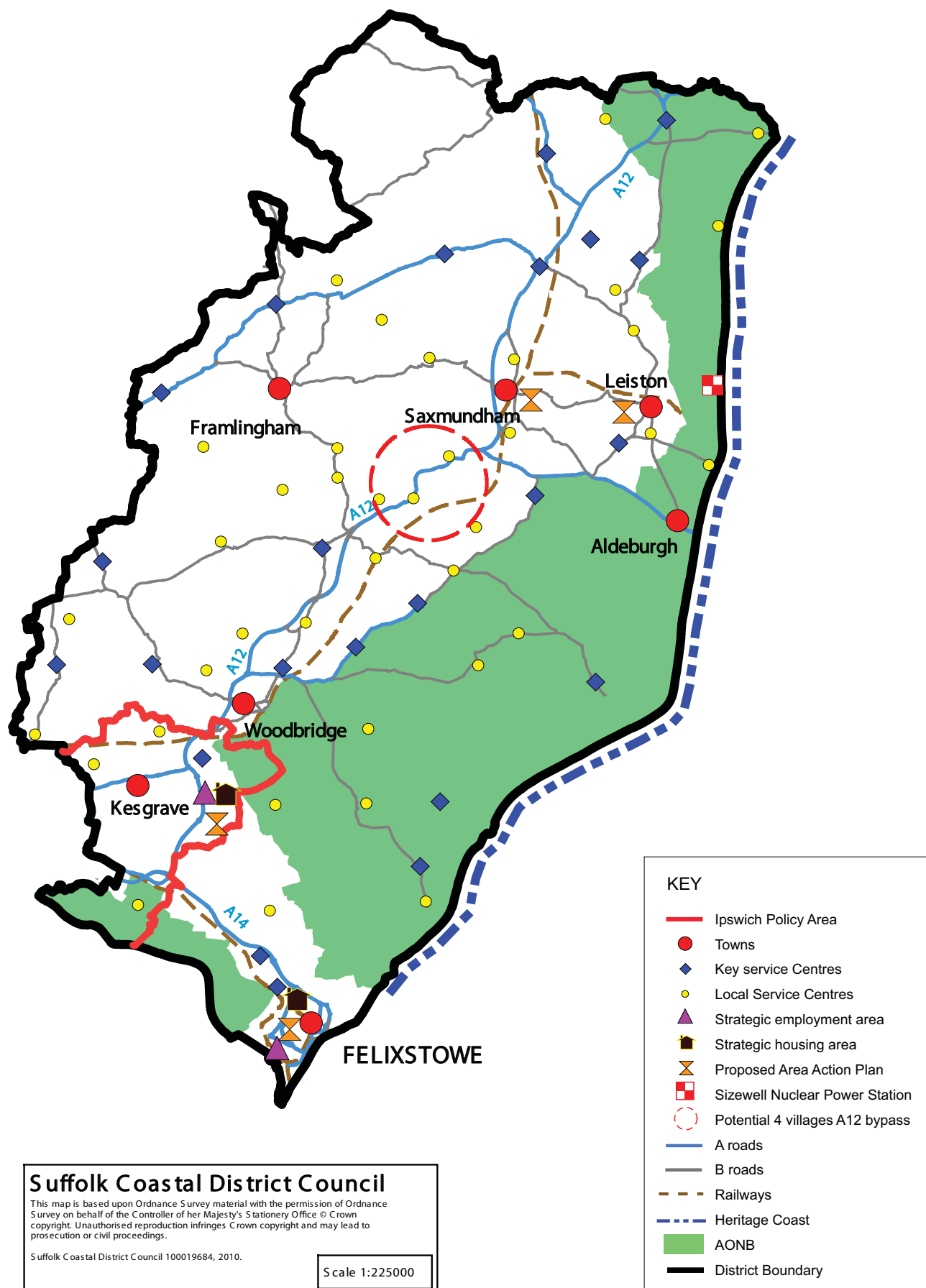
Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
		<ul style="list-style-type: none"> Local Transport Plan 	<ul style="list-style-type: none"> Highways Agency Transport operators
SP11 – Accessibility	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Management Policies Site Specific Allocations & Policies Development Management decisions Local Transport Plan 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Suffolk County Council Other Suffolk Local Authorities Highways Agency Transport operators
SP12 – Climate Change	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Management Policies Development Management decisions Strategic Flood Risk Assessment Shoreline Management Plan Haven Gateway Water Cycle Strategy 	<ul style="list-style-type: none"> Suffolk Coastal District Council Department for Environment, Food and Rural Affairs Environment Agency Developers
SP13 – Nuclear Energy	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Management Policies Site Specific Allocations & Policies Sustainable Community Strategy Leiston & Saxmundham Regeneration Area Action Plan 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Suffolk County Council Developers Statutory service providers
SP14 – Biodiversity & Geodiversity	Plan lifetime	<ul style="list-style-type: none"> All LDF spatial planning documents Development Management decisions Suffolk Biodiversity Action Plan Suffolk Coasts & Heaths AONB Management Plan 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Suffolk County Council Natural England Suffolk Biological Records Office Suffolk Coasts & Heaths Unit Suffolk Wildlife Trust Forestry Commission
SP15 – Landscape & Townscape	Plan lifetime	<ul style="list-style-type: none"> All LDF spatial planning documents Development Management decisions Landscape Character Assessment Suffolk Coasts & Heaths AONB Management Plan 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Suffolk County Council Natural England Environment Agency Suffolk Biological Records Office Suffolk Coasts & Heaths Unit
SP16 – Sport & Play	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Management Policies 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
		<ul style="list-style-type: none"> • Development Management decisions • Planning Obligations SPD • Cultural Strategy 	<ul style="list-style-type: none"> • Partnership • Sport England – East • Developers
SP17 – Green Space	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Haven Gateway Green Infrastructure Strategy • Cultural Strategy • Haven Gateway Green Infrastructure Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Ipswich Borough Council • Suffolk County Council • Haven Gateway Partnership • Natural England • Suffolk Coasts & Heaths Unit • Town/Parish Councils • Developers
SP18 – Infrastructure	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Development Management decisions • Supplementary Planning Documents • Sustainable Community Strategy • Haven Gateway Water Cycle Strategy • Haven Gateway Green Infrastructure Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Haven Gateway Partnership • Statutory service providers • Developers
SP19 – Settlement Policy	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Developers • Local Parishes
SP20 – Area east of Ipswich	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Martlesham, Waldringfield and Newbourne Area Action Plan • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town/Parish Councils • Developers • Statutory service providers
SP21 – Felixstowe	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Felixstowe Peninsula Area Action Plan 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Town Council • Developers • Statutory service providers

Implementation and Monitoring

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
		<ul style="list-style-type: none"> • Sustainable Community Strategy • Felixstowe Regeneration Framework • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Environment Agency
SP22 – Aldeburgh	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Town Council • Developers • Statutory service providers • Environment Agency
SP23 – Framlingham	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers
SP24 – Leiston	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Leiston & Saxmundham Regeneration Area Action Plan • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers
SP25 – Saxmundham	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Leiston & Saxmundham Regeneration Area Action Plan • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers
SP26 – Woodbridge	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP27 – Key Service Centres & Local Service Centres	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Parish Councils • Developers • Statutory service providers
SP28 – Other villages	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Parish Councils • Developers • Statutory service providers
SP29 – The Countryside	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Development in the countryside SPD 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Housing Association
SP30 – The Coastal Zone	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Development Management decisions • Shoreline Management Plan • Strategic Flood Risk Assessment • Estuary Management Plans 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Environment Agency • Natural England



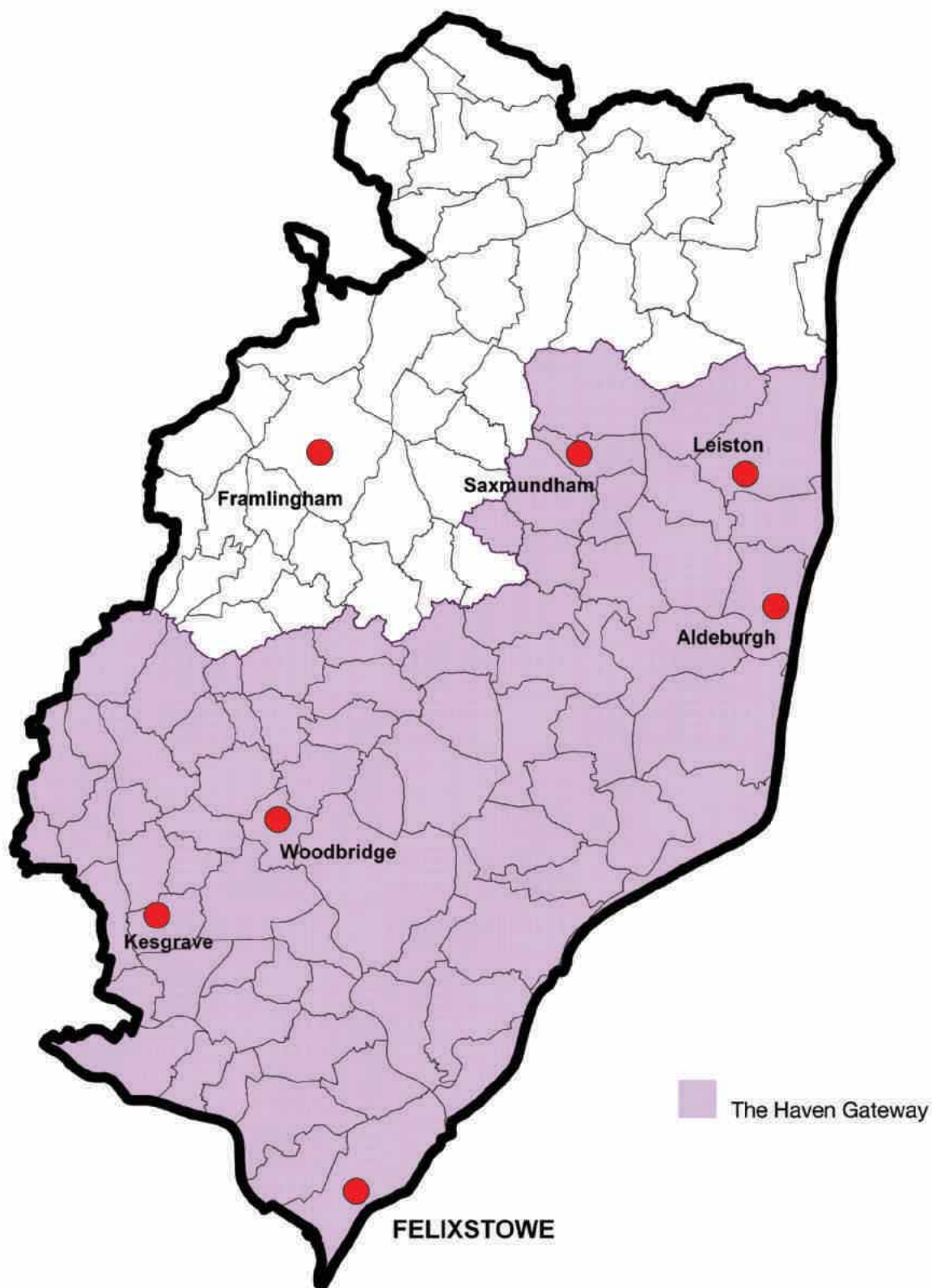
APPENDICES

Appendix A – Haven Gateway

Appendix B – Glossary

Appendix C – Evidence Base Bibliography

Diagrammatic Representation



Suffolk Coastal District Council

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Suffolk Coastal District Council 100019684, 2010.

Scale 1:225000

Adopted Proposals Map	A component of a Local Development Framework and an important part of the development plan, or DPD itself, showing the location of proposals in all current Development Plan Documents, on an Ordnance Survey base map.
Adoption	The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA).
Affordable Housing	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to local resident's incomes and to the price of general market housing.
Annual Monitoring Report	A report on how the Council is performing in terms of the LDF. Includes review of The LDS timetable and monitoring of success of DPD policies.
Area Action Plan (AAP)	A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
Brownfield Land	Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
Community Strategy	The long-term vision for improving the quality of people's lives, with the aim of improving economic, social and environmental well being of the area and contribute to the achievement of sustainable development.
Core Strategy	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
Council	Suffolk Coastal District Council
Decent Homes Standard	<p>A decent home is one which complies with the following criteria</p> <ul style="list-style-type: none"> a) It meets the current statutory minimum standard for housing; b) It is in a reasonable state of repair; c) It has reasonably modern facilities and services; d) It provides a reasonable degree of thermal comfort. <p>Source: DCLG A Decent Home Definition and Guidance for Implementation, 2008</p>
Department for Communities and Local Government (DCLG)	The Department of the Secretary of State responsible for all planning matters.
Development Plan	A document setting out the local planning authority's policies and proposals for the development and use of land and buildings. Consists of the Regional Spatial Strategy and Development Plan Documents. It is the starting point for the determination of planning applications.
Development Plan Document (DPD)	A Local Development Document that has development plan status and is subject to community involvement and Independent examination. It outlines the key development goals of the Local Development Framework and includes the Core Strategy, Site Allocations and Area Specific Policies Development Plan Document and Area Action Plans.
EEDA	EEDA (East of England Development Agency) works across the six counties of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk. Its mission - to improve the economy of the East of England.

Evidence Base	The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
Footway	A ‘footway’ by HA80 (Highways Act 1980) definition is in lay-terms the pavement at the side of the carriageway
Greenfield Land	Land (or a defined site) usually farmland, that has not previously been developed.
Haven Gateway Partnership	An un-incorporated association launched in 2001 to bring together the ports of Felixstowe, Harwich, Ipswich, Mistley and surrounding hinterlands. Initially set up to promote and develop commercial, social and environmental elements. Key priorities identified include improvements to the rail and road infrastructure, education and training, tourism and regeneration. It is governed by a Board comprising representatives from the public/private sector including five local councils, two county councils and key players in the ports, shipping and logistics industry.
Housing Market Area	In relation to the sequential test referred to in policy DM28 the housing market areas are defined on the Map* attached at the end of this glossary.
Housing Trajectory	A forward planning tool designed to track, monitor and manage the provision of housing supply over the entire lifespan of a development plan.
Local Development Document (LDD)	Any document within the Local Development Framework. These include Development Plan Documents (that form part of the statutory development plan) and Supplementary Planning Documents (that do not form part of the statutory development plan). Local Development Documents collectively deliver the spatial planning strategy for the local planning authority’s area.
Local Development Framework (LDF)	The portfolio of Local Development Documents.
Local Development Scheme (LDS)	A document that sets out what Local Development Documents are to be produced and the timetable for their production.
Local Transport Plan (LTP)	A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.
Physical Limits Boundary (village envelope/settlement envelope)	The defined line, within which new development will normally be permitted, often referred to elsewhere as ‘village’ or ‘town envelope’ depending on the settlement. The physical limits boundaries for Major Centres, Market Towns, Key Service Centres and Local Service Centres will be defined on the Proposals Map. Outside the boundaries the area is defined as ‘Countryside’.
PPS (Planning Policy Statements)	Sets out the Government’s national land use planning policies (replaces Planning Policy Guidance).
Proposals Map	A separate Local Development Document that illustrates on an Ordnance Survey base map all the policies and proposals contained in the Development Plan Documents and ‘saved’ policies.
Ramsar Site	A term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance.

Regional Development Agency (RDA)	The Regional Development Agencies set up in the English regions are non-departmental public bodies. Their primary role is as a strategic driver of regional economic development in their region.
RSS Regional Spatial Strategy	A strategy for how the region should look in the future. Identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, minerals and waste treatment and disposal.
Site Allocations and Area Specific Policies	A Development Plan Document allocating land for specific uses.
Spatial Planning	“Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. This will include policies that can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.” (PPS 1 ODPM, 2004, pp3).
SSSI	Site of Special Scientific Interest
Statement of Community Involvement	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions. The Statement of Community Involvement is an essential part of the new-look Local Development Frameworks.
Supplementary Planning Document (SPD)	A Local Development Document that does not have development plan status and does not have an independent inquiry. Must be linked to policies or proposals in a Development Plan Document.
Supplementary Planning Guidance (SPG)	Additional advice issued by the Local Planning Authority expanding its statutory policies. To be replaced by Supplementary Planning Document.
Sustainability Appraisals	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Communities Strategy (SCS)	A programme issued by the government to set the framework for delivering sustainable communities over the next 15-20 years. The main areas of focus are housing supply, new growth areas, decent homes and the countryside and local environment.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
The Planning Authority	In this case Suffolk Coastal District Council.

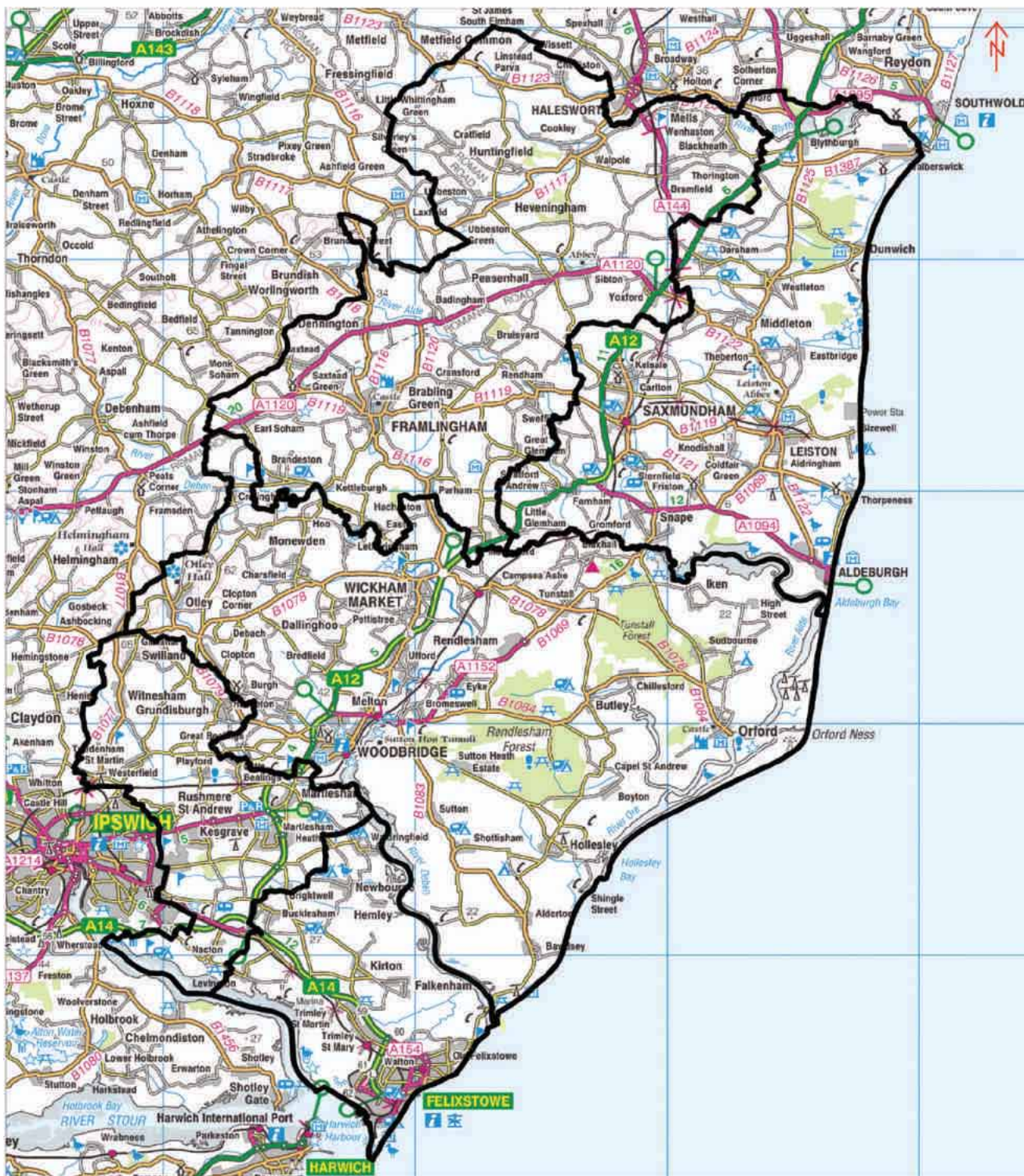
Suffolk Coastal District Council

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Suffolk Coastal District Council 100019684, 2010.

Scale 1:210000

DM28 - Housing Market Areas



SUFFOLK COASTAL LOCAL DEVELOPMENT FRAMEWORK – LOCAL EVIDENCE BASE BIBLIOGRAPHY

Documents are available for inspection at the Council's reception or upon the Council's website, unless otherwise stated. The most up to date list of evidence base documents can be found on the Council's website where the list is refreshed when relevant at:

www.suffolkcoastal.gov.uk/yourdistrict/planning/review/evidence/

A link is also provided to relevant national planning policy guidance.

At the time of writing the Core Strategy the Local Evidence Base list below is the most up to date schedule.

1. HOUSING	
2010	
2009	<p>Housing Land Supply Assessment December 2009 Planning Policy Statement 3 (PPS3) requires that Planning Authorities should set out a framework for delivering the level of housing provision that will enable a continuous delivery of housing for at least 15 years from the date of adoption of the Core Strategy document. This report sets out the availability of housing land supply as at 31 March 2009. The first five year period for analysis is a forward look from 1 April 2010 to 31 March 2015. The 15 year period runs up to 31 March 2026, which is 15 years from the anticipated year of the Core Strategy adoption in 2011.</p>
	<p>Housing and Infrastructure Study Felixstowe and Trimleys, Suffolk (Part 1 – Options Report August 2009) Study to identify potential sites for the location of 1660 new dwellings at and around Felixstowe and Trimleys that accords with the Council's objective of supporting organic and evolutionary growth over a mixture of sites whilst preserving as far as possible prime agricultural land."</p>
	<p>SCDC Land Availability for Housing – April 2009 List of approved and allocated sites for five or more dwellings as at 1 April 2009.</p>
	<p>Strategic Housing Market Assessment – Viability Study – June 2009 Research commissioned by Suffolk Coastal, Babergh and Mid Suffolk District Councils and Ipswich Borough Council aimed at estimating housing need and demand in the Ipswich Housing Market Area.</p>
2008	<p>Strategic Housing Market Assessment Nov 2008 Research commissioned by Suffolk Coastal, Babergh and Mid Suffolk District Councils and Ipswich Borough Council aimed at estimating housing need and demand in the Ipswich Housing Market Area.</p>
	<p>SCDC Land Availability for Housing – April 2008 List of approved and allocated sites for five or more dwellings as at 1 April 2008.</p>
2007	<p>SCDC 5 Year Housing Land Supply Study identifying a five year housing land supply as at 31 March 2008.</p>
	<p>SCDC Urban Capacity Study (desk top update) 31/3/2008 Report to identify previously development land across the district that has development potential.</p>
	<p>SCDC Land Availability for Housing – April 2007 List of approved and allocated sites for five or more dwellings as at 1 April 2007.</p>
	<p>Suffolk Cross Boundary Gypsy and Traveller Accommodation Assessment (GTAA) Report jointly commissioned by Mid Suffolk, Babergh, Suffolk Coastal, Waveney and Ipswich local authorities and produced by the University of Salford.</p>

Appendix C – Local Evidence Base Bibliography

	SCDC Urban Capacity Study- update to 31/3/2007 Report to identify previously development land across the district that has development potential.
2006	SCDC Land Availability for Housing – April 2006 List of approved and allocated sites for five or more dwellings as at 1 April 2006.
	Suffolk Coastal Local Housing Assessment Study of housing requirements (including housing need) and an analysis of the condition of dwellings across the district.
2005	Haven Gateway Partnership Residential & Infrastructure Study Study commissioned by the Haven Gateway Partnership to provide guidance on the strategic direction, scale and phasing of residential development and associated infrastructure requirements for the Haven Gateway sub-region to 2021.
2. EMPLOYMENT	
2010	
2009	Suffolk Haven Gateway Employment Land Review & Strategic Studies The Haven Gateway Partnership commissioned GVA Grimley to undertake an Employment Land Review and Strategic Sites Study for the districts that comprise the Suffolk Haven Gateway to set the policy response to providing the right mix of employment land to meet the future job growth target of 30,000 in the sub-region.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2009.
2008	Felixstowe Port Logistics Study Study commissioned to identify the key land use issues and requirements likely to emerge from the expansion of the Port of Felixstowe.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2008.
2007	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2007.
2006	Suffolk Coastal District Employment Study Study commissioned to inform the development of employment policies for the district.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2006.
2005	Haven Gateway Partnership Employment Land Study Review of the supply and demand for employment land and premises across the Haven Gateway sub-region.

3. ENVIRONMENT	
2010	
2009	<p>Suffolk Coastal & Waveney District Strategic Flood Risk Assessment (SFRA) The primary objective of the study prepared by Scott Wilson was to enable the two participating local authorities to undertake sequential testing in line with the Government's flood risk and development policy document - Planning Policy Statement (PPS) 25: Development and Flood Risk - to inform the development of their emerging Local Development Framework (LDF) documents.</p>
2008	<p>Suffolk Landscape Character Assessment (available on-line only at www.suffolklandscape.org.uk/) Jointly produced by all Suffolk local authorities. It is designed to support work to maintain and restore the landscape of Suffolk, particularly through the planning system and to promote and foster wider understanding of the landscapes of Suffolk. The project has assessed the landscape of the county and identified thirty distinct types of landscape within it.</p>
	<p>Felixstowe Northern Fringe Landscape & Visual Appraisal Landscape and visual appraisal of land to the north of the A14 to assess suitability for housing growth.</p>
	<p>Ecological Assessment Felixstowe & Trimley Villages Strategic Areas Study prepared by the Suffolk Wildlife Trust. Report to conduct an ecological assessment of the potential strategic growth option areas in the Felixstowe, Walton & Trimley villages.</p>
	<p>Ecological Assessment Ipswich Strategic Area Study prepared by the Suffolk Wildlife Trust. Report to conduct an ecological assessment of the potential strategic growth option areas in the Ipswich Policy Area.</p>
	<p>Environmental Capacity in the East of England – applying an environmental limits approach to the Haven Gateway Report prepared for the East of England Regional Assembly and partners by Land Use Consultants to investigate how much development can be accommodated in the area without causing an unacceptable decline in environmental quality.</p>
4. RETAIL	
2010	
2009	<p>Suffolk Coastal Retail Study Further Update This study builds upon the December 2008 update to look at the potential retail floorspace needs resulting from proposed increased growth in the Ipswich Policy Area - east of the A12 and to take account of the current economic slowdown.</p>
2008	<p>Suffolk Coastal Retail Study Update Update of the Retail Study produced by CB Hillier Parker in 2003 (see below). Commissioned by Suffolk Coastal to predominantly investigate how forecasts and the future housing growth may have impacted upon the retail floorspace needs in the district and to extend the quantitative assessment to 2025 in line with the Council's Local Development Framework. This update produced by CB Richard Ellis (previously CB Hillier Parker) should be read in conjunction with 2003 Retail Study.</p>
2003	<p>Suffolk Coastal Retail Study Aug 2003 Study commissioned by Suffolk Coastal District Council to inform and guide retail planning for the district produced by CB Hillier Parker.</p>

Appendix C – Local Evidence Base Bibliography

5. INFRASTRUCTURE	
2010	
2009	Ipswich Eastern Fringe Infrastructure Study The report is an assessment of the strategic, community and infrastructure provision in light of the predicted growth in the Ipswich Eastern Fringe area of 2,000 homes until 2025.
	Future Secondary School Provision: Alternative Sites Assessment Ipswich Policy Area Report by Colin Buchanan and Partners that assesses the suitability of three alternative sites for a new secondary school in the Ipswich Policy Area.
	Felixstowe Infrastructure Study The report is an assessment of the strategic, community and infrastructure provision in light of the predicted growth in the Felixstowe area of 1,000 homes until 2025.
	Suffolk Coastal LDF Housing Allocations Proposed Strategy Transport Appraisal The report considers the potential transport implications and requirements of the proposed housing allocations for the area including Ipswich Policy Area, Felixstowe/Walton and Trimleys villages and the market towns. These areas are considered both independently and cumulatively for transport impact.
2008	Ipswich Eastern Fringe & Felixstowe/Trimleys Transport Studies Study by Faber Maunsell jointly commissioned by Suffolk County Council and Suffolk Coastal District Council to examine the broad transport implications of alternative housing developments for the Local Development Framework.
	Haven Gateway Water Cycle Study Stage 1 Study looking into water supply, water quality, sewerage and flood risk management issues in relation to growth proposed in the East of England Plan.
	Haven Gateway Green Infrastructure Study (HAGGIS) Strategy for delivering a high quality green infrastructure for the Haven Gateway.
6. OTHER	
2010	Renewable Energy & Sustainable Construction A study carried out by consultants commissioned by the Council that assesses, identifies and justifies a local policy approach to issues relating to renewable and low carbon energy in sustainable construction.
2007	Felixstowe Sea Front & Town Centre Master Plan report Report by David Lock Associates commissioned by the Felixstowe & Trimleys Peninsula Future Steering Group.
	Haven Gateway Framework for Growth Framework for sustainable growth and programme of development for the Haven Gateway Sub-Region published by the Haven Gateway Partnership.
2006	A Local Strategy for Felixstowe Peninsula Report produced by David Lock Associates setting out a vision to guide regeneration and future development in the Felixstowe area.

**This document is available in large print or can
be translated into another language.
Contact the Planning & Policy Team on
01394 444761**

如果你有需要，我們可以把這份單張翻譯成另一種語言 **Chinese**

Na życzenie przetłumaczymy niniejszą ulotkę na inny język **Polish**

Contacte-nos, caso deseje este folheto traduzido para outra língua. **Portuguese**



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