



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



Suffolk Coastal Local Development Framework Core Strategy and Development Control Policies Preferred Options

December 2008



Suffolk Coastal
Local Development
Framework



CORE STRATEGY (including Development Control Policies)

PREFERRED OPTIONS

HOW TO COMMENT ON THIS DOCUMENT

In respect of this Core Strategy, the Council is seeking views from everyone who has an interest in the future of the District. The period to comment will last until February 16th 2009.

The fastest and easiest way to comment upon the document is to use the Council's online consultation system (available at: <http://www.suffolkcoastal.gov.uk/yourdistrict/planning/review/>) where you will also be able to view comments already submitted. Alternatively, comment forms are available for completion from the Council offices.

Should you wish to submit your comments by letter then it is essential that these are structured and brief with the paragraph or policy to which they relate clearly indicated. Any that are not clearly set out will be returned with a form or forms and a request that the comments be resubmitted.

All responses should be sent to

"LDF Core Strategy Preferred Options Consultation, Planning Services, Council Offices, Melton Hill, Woodbridge, Suffolk, IP12 1AU".

For further information on this document or how to respond then please contact development.policy@suffolkcoastal.gov.uk or telephone 01394 444761.

December 2008

Overview of the CORE STRATEGY

VISION OF DISTRICT IN 2025	OBJECTIVES	SUPPORTING POLICIES TO ACHIEVE
<p>Overarching Vision of Suffolk Coastal in 2025 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</p> <p>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.</p> <p>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 recognised, and managed</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The transport infrastructure, in particular the rail network and the A12 and A14, will have developed to support business growth</p> <p>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.</p> <p>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.</p>		STRATEGIC POLICIES
	SPATIAL and sustainability	
	Obj 1 Sustainability	SP1 Sustainable Development SP2 Settlement Policy SP3 Area east of Ipswich SP4 Felixstowe SP5 Aldeburgh SP6 Framlingham SP7 Leiston SP8 Nuclear Energy SP9 Saxmundham SP10 Woodbridge SP11 Key Service Centres and Local Service Centres SP12 The Countryside SP13 The Coastal Zone SP14 Accessibility SP15 A12 and A14
	HOUSING	
	Obj 2 Housing Growth Obj 3 Local Housing	SP16 New Housing SP17 Housing Numbers SP18 Housing Distribution SP19 Affordable Housing SP20 Allocations in the Key Service Centres
	THE ECONOMY	
	Obj 4 Economic Development Obj 5 The Rural Economy Obj 6 Tourism Obj 7 Market Towns Obj 8 Transport	SP21 Employment Land SP22 Economic Development in the Rural Areas SP23 Regeneration SP24 Tourism SP25 Retail Centres
	THE ENVIRONMENT	
	Obj 9 Design Obj 10 Protecting and Enhancing the Physical Environment Obj 11 Climate Change Obj 12 Physical and Community Infrastructure	SP26 Biodiversity a Geodiversity SP27 Landscape and Townscape SP28 Climate Change
	COMMUNITY & WELL BEING	
	Obj 13 Accessibility Obj 14 Leisure Obj 15 The Coast	SP29 Sport and Play SP30 Green Space SP31 Infrastructure

(Including Development Control Policies) PREFERRED OPTIONS

THE VISION & OBJECTIVES		MONITORING	
<p>Site specific policies will not be introduced until the Pre-Submission consultation stage of the 'Site Specific Allocations and Site Specific' document. It is due to go out for consultation mid-2009</p> <p>The current consultation on the Site Specific Allocations and Policies document is the 'Issues and Options' stage. The next stage will be the Pre-Hearing stage. All indicators listed below should contribute</p>		All indicators listed below should contribute	
DC1	Affordable Housing on Exception Sites	<p>Housing growth: Planning applications (and dwelling numbers) granted contrary to policies identified adjacent: % of new housing in major centres, market towns, key service centres, local service centres, other villages, countryside. Housing completions and trajectory. Development density</p>	<p>Local Housing: Housing completions, density, types & sizes. Affordable Housing provision & tenure; Affordable Housing delivery on exception sites. Number of units lost to open market under right to acquire House price to income ratio. Homelessness. Gypsy & Traveller authorised/unauthorised pitches</p>
DC2	Affordable Housing on Residential Sites		
DC3	Retention of Small Dwellings		
DC4	Housing in the Countryside		
DC5	Housing in Clusters		
DC6	Houses in Multiple Occupation		
DC7	Residential Annexes		
DC8	Infilling and Backland Development		
DC9	Extensions to Residential Curtilages		
DC10	Gypsies, Travellers and Travelling Showpersons		
DC11	Protection of Employment Sites	<p>Economic Development: 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 The Rural Economy: Amount of employment floor space created / lost in rural areas (defined by RSS monitoring returns) Tourism:</p>	<p>Number and % employed in tourism. Planning applications granted contrary to policies Market Towns: Amount of employment floor space created/ lost. Proportion of town centre units with A1 uses. Vacant town centre units Transport Car parking standards. Developments where a Travel Plan was submitted as a condition of development</p>
DC12	Warehousing and Storage		
DC13	Expansion and Intensification of Employment Sites		
DC14	Conversion and Re-Use of Redundant Buildings in the Countryside		
DC15	Farm Diversification		
DC16	Large Agricultural Buildings and Structures		
DC17	Farm Shops		
DC18	Touring Caravan and Camping Sites		
DC19	Static Holiday Caravans, Cabins and Chalets		
DC20	Parking Standards		
DC21	Travel plans		
DC22	Airfields		
DC23	Design: Aesthetics	<p>Design: Number of instances where the policies have been used for a reason for refusal of planning permission Protecting & Enhancing the physical environment. Number of planning applications refused due to design policies; Environment: Change in the area of designated landscapes; Change in areas and populations of biodiversity importance; The annual condition of Sites of Special Scientific</p>	<p>Interest Climate Change: Number of planning applications approved which meet or exceed the Code for Sustainable Homes standard. Renewable energy installed by type. Flood risk – planning applications approved contrary to Environment Agency advice. Coastal erosion – planning applications refused due to coastal erosion.</p>
DC24	Design: Function		
DC25	Sustainable Construction		
DC26	Art		
DC27	Residential Amenity		
DC28	Shop Fronts		
DC29	Advertisements		
DC30	Lighting		
DC31	Biodiversity and Geodiversity		
DC32	Flood Risk		
DC33	Telecommunications		
DC34	Key Facilities	<p>Physical & Community infrastructure: 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 Accessibility: Parishes which have lost/ gained key facilities. New retail floor space in town centres. VAT business registration changes. Proportion of A1 units in town centres Leisure:</p>	<p>Amount of leisure development. Change in the provision of play space meeting the standard. The amount and percentage of green space managed to Green Flag award standard The Coast: Amount of coast lost to the sea; Creation of integrated management</p>
DC35	Public Buildings		
DC36	Sport and Play		
DC37	Allotments		

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INTRODUCTION

The Local Development Framework

1. The District Council is preparing a new type of plan that will replace the Suffolk Coastal Local Plan (including First and Second Alterations). This will be called a Local Development Framework (LDF). There will be a number of documents forming the Framework. The most significant of these will be this one, the Core Strategy, as this will establish the context for the remainder. It will also contain generic Development Control Policies covering the whole district that will be used in the determination of planning applications.

Purpose and content of this document

2. This Core Strategy document sets out the Council's Vision for the area to 2025. It then establishes the Objectives that a planning strategy must work towards if this Vision is to materialise. In arriving at this Vision and Objectives it summarises the issues that have been identified so far during the preparation process. These include the levels of development identified for Suffolk Coastal in the adopted Regional Spatial Strategy (RSS) to. The Vision and Objectives take on board comments received through the continuing public consultation process, the last of which was the publication in February 2008 of potential directions for strategic housing growth.
3. Strategic Planning Policies then follow, with an emphasis on the 'spatial' aspect. Whenever choice has been available from a number of options, reasons are given for the preferred strategy. Finally, a suite of Development Control Policies then picks up any detailed aspects.

The Preparation Process

4. The process of preparing this Core Strategy is set out in the Town and Country Planning (Local Development) (England) Regulations 2004 as amended 2008. The Core Strategy will be the subject of public consultation. Following consideration of comments received in response to this document, the Council will draw up and formally submit the final Core Strategy to independent examination. A further opportunity to influence the Plan is provided at this stage when representations on the document are also invited. A Hearing will take place, conducted by the Planning Inspectorate. The representations will be considered either by means of written representations or debate. The Inspector's conclusions will be binding on the Council.
5. The following is how this current document relates to the overall process of preparing the Core Strategy document:

Stage 1 Early document production

Stage 2 Issues & Options consultation and (Regulation 25)

Further Issues & Options consultations (Regulation 25)

Stage 3 Preferred Options consultation	(Regulation 25)
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Stage 4 Formal Submission consultation (Regulation 27)

Submission (Regulation 30)

Stage 5 Examination in Public/Hearing (Regulation 34)

Stage 6 Formal adoption of Development Plan Document (Regulation 36)

The Role of Sustainability Appraisal

6. The aim of a sustainability appraisal is to promote sustainable development by ensuring that interrelated environmental, social and economic factors are considered throughout the preparation of the Core Strategy. A Sustainability Appraisal of this Core Strategy, including its Development Control Policies and Strategic Housing locations has been carried out as part of its production. This has been an iterative process with working drafts also being appraised.
7. The sustainability appraisal of this Core Strategy is available as a separate document, and this is available on the Council's website: www.suffolkcoastal.gov.uk

Public Consultation

8. The views of the public have been taken into account in the preparation of this document following extensive consultation in the form of:
- (i) The publication of the Issues and Options Report in February 2007;
 - (ii) The publication in February 2008 of a discussion document on potential directions for strategic housing growth. This related to the area east of Ipswich and at Felixstowe/Walton and the Trimley Villages; and
 - (iii) Workshops with town and parish Councils over a period of about three years.

Regional Guidance

9. The Core Strategy must be consistent with the Regional Plan for the East of England – the Regional Spatial Strategy (RSS). The Government, following an examination before an independent inspector, has adopted this Plan in May 2008. It sets out a framework which, amongst other things, sets out the numbers of houses needed in the Suffolk Coastal district until at least 2001.

Sustainable Community Strategy

10. There is a duty on Local Authorities to enable the creation of a Sustainable Community Strategy for their area by a partnership of public, private, community and voluntary groups – the Local Strategic Partnership (LSP).
11. The Sustainable Community Strategy plays a key role in informing the preparation of the Local Development Framework. In turn, the Framework must assist in delivering the policies in the Sustainable Community Strategy.

1. DISTRICT PROFILE

INTRODUCTION

- 1.01 This chapter examines the distinctiveness of the Suffolk Coastal district. It looks at the positive aspects of the district 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
- 1.02 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. Finally, there are the priorities for action as identified by the Local Strategic Partnership in its review of the Sustainable Community Strategy.
- 1.03 Emerging from this chapter is a Vision for the District in 2025 having addressed the issues raised here. This is accompanied by a set of Objectives that will form the basis of the policies that make up this Core Strategy.

POPULATION AND HOUSING PROFILE

- 1.04 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). At just over 21%, Suffolk Coastal is home to a higher proportion of people who are over the age of 65 than nationally or in Suffolk as a whole.
- 1.05 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 minimum of 600 new houses to meet the need for affordable homes in the district and 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 (currently 26.1%) needs to be reduced. The number of homeless households with dependant children approaching the Council for assistance has increased in recent years.
- 1.06 The Council continues to work with its housing association partners to secure funding from the Housing Corporation 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 dwellings. The Council will work with its partners to ensure that future funding opportunities are secured wherever possible in order to meet the affordable/social housing needs of the District. However, such funding is not likely to provide more than a modest proportion of the total requirement for affordable homes. Accordingly, the Council seeks to meet that requirement by requiring that new development of six or more dwellings in towns and three or more in villages must provide for 1 home in 3 to be affordable.
- 1.07 The Regional Spatial Strategy has identified a requirement for 10,200 new homes in the District between 2001 and 2021.
- 1.08 The district attracts many second homeowners (4.4% of the total dwellings at the 2005) or people retiring to the area, especially along the coast. In some parishes the level of second homes reaches as high as 30%.
- 1.09 Gypsies and Romanies constitute a very low proportion of the population; the district is, however, a destination for Travellers.
- 1.10 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 units, particularly small ones.
 - Efficient use of land and high densities may not reflect the character of the area.

- Retaining or creating small units of accommodation
- The potential imbalance between the supply of housing and the needs
- Development should be concentrated where access to facilities and services is available
- Lack of authorized provision for Gypsies and Travellers

ECONOMIC PROFILE

- 1.11 The East of England is one of the fastest growing regional economies in the UK and the Regional Economic Strategy identifies goals for regional economic development that have an important bearing on the economy of Suffolk Coastal.
- 1.12 The district supports over 4,000 businesses, a high proportion of which are small and medium sized businesses that are vital to the local economy (70% of the businesses in the District employ 5 people or less). There are also large employers like:
- (i) The Port of Felixstowe (the biggest container port in the country and is planned to grow substantially requiring good rail and road links);
 - (ii) Sizewell Power Station (with a current debate over expansion taking place at national level); and
 - (iii) Martlesham Heath, centred on BT's research and development headquarters, a key part of the information, communication and technology cluster for the East of England.
- 1.13 Tourism is also a major driver for the local economy and includes internationally recognized organisations like Aldeburgh Music.
- 1.14 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.
- 1.15 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.
- 1.16 Suffolk Coastal has the lowest proportion of students completing study at 19+ in Suffolk (81%). The rate for 16-18 year olds is the second lowest in Suffolk (75%) These achievement rates are below average for the county and region. A recent employer survey has identified the lack of skills, as well as a perception of a lack of motivation or "work ethos", in young people as a significant barrier to employment and to meeting business needs. Also, a large number of young people leave Suffolk Coastal at 18 resulting in an unbalanced age profile in the population with consequences for 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.
- 1.17 Much of the district is within the Haven Gateway sub region, one of the fastest growing areas in the Eastern Region, with a population projected to increase from 611,300 in 2001 to 684,500 in 2021. The Haven Gateway sub region includes the ports of Felixstowe and Harwich together with growth nodes at Colchester and Ipswich. Regeneration needs and opportunities lie mainly in the towns and on the coast and estuaries. Improvements to transport, environmental and community infrastructure are required. Based on the Haven ports' role as generators of economic activity, the Haven Gateway Partnership 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'.
- 1.18 The Haven Gateway sub-region was awarded New Growth Point status by the Government in 2006 in order to direct finances to help foster growth of the areas of Suffolk and Essex immediately around the ports of Felixstowe, Harwich, Ipswich and Mistley and includes the southern part of the district.
- 1.19 Key Economic Issues**
- (i) Lack of accessibility to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves
 - (ii) Lack of diversity in terms of employment opportunities.
 - (iii) More recognition of the potential for investment in the economy, notably in high-tech activity
 - (iv) The pressure to develop existing employment sites for other uses, notably residential development

- (v) Tourism is good for the economy, but the environment and local communities are sensitive to visitor pressure.
- (vi) Young people leaving rural areas due to a lack of suitable jobs
- (vii) The economic impact of the decommissioning of Sizewell A
- (viii) The need for additional flexibility in respect of new policies to cover the conversion of rural buildings, particularly when close to sustainable communities
- (ix) A concern for the creation of lorry movements on rural roads by new employment activity but also by agricultural practice
- (x) The A12 north of Wickham Market needs to be upgraded due to the increased daily and holiday traffic
- (xi) Sustainable balance should not become subservient to economic prosperity

TRANSPORT PROFILE

- 1.20 Rail services exist which provide access to major centers outside the District such as Ipswich, Lowestoft, Norwich, Cambridge and Colchester. Such services also provide, at times, direct access to London for such communities as Felixstowe, Woodbridge and Saxmundham and a number of smaller settlements. Some funding of improvements to the rail freight network have been agreed as part of the re-configuration package recently agreed for the port of Felixstowe.
- 1.21 The only trunk road in the district is the A14 running between Felixstowe and Ipswich, this being dualled and giving access eventually to the national motorway network. Major freight route difficulties can be experienced if blockages occur east of or on the Orwell Bridge, as no suitable alternative route is available.
- 1.22 The A12 provides the main route north to south through the district, but is only dualled for a small part of its length. "B" class roads serve most of the higher order settlements. Elsewhere much of the road network is single-track roads with passing places.
- 1.23 Good bus routes operate within and between the larger settlements, particularly between Martlesham Heath and Ipswich. A number of local and longer distance cycle ways exist throughout the district. However, for many of the residents living in the rural parts of the district having access to a car is essential to the quality of life. Many do not have regular public transport links to market towns, for example.
- 1.24 Air quality is an issue at many locations along the road networks but only one 'Air Quality Management Zone' has been declared at the Lime Kiln Quay/Thoroughfare/St Johns Street cross roads in Woodbridge.
- 1.25 Responsibility for local transport lies with Suffolk County Council as the highway authority for Suffolk. The authority prepares 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.
- 1.26 Key Transport Issues**
- (i) Lack of accessibility to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves
 - (ii) A concern for the creation of lorry traffic on rural roads by new employment activity but also by agricultural practice
 - (iii) The A12 north of Wickham Market needs to be upgraded due to the increased daily and holiday traffic
 - (iv) The Orwell Bridge
 - (v) Lorry parking at Felixstowe

ENVIRONMENTAL PROFILE

- 1.27 The natural and built environment of Suffolk Coastal is special. Approximately a third of the District is designated as Area of Outstanding Natural Beauty and 11,201.50 hectares of the District is designated as Sites of Special Scientific Interest. Suffolk's landscape contains diverse landscape, including much farmland, which supports a rich biodiversity. There are 33 Conservation Areas and approximately 2,700 buildings Listed of Architectural or Historic Importance in the District.

- 1.28 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 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.
- 1.29 With such a large body of scientific evidence now highlighting the serious and urgent nature of climate change the debate is now focused on what action needs to be taken. 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.
- 1.30 The district carbon dioxide footprint is slightly better than average in the county (ranked 3rd best behind Ipswich & Waveney). However, the growth planned for the District presents opportunities as well as challenges for addressing environmental issues, particularly those related to wind energy and biomass. Sizewell Nuclear power stations are located in the district and government proposals on energy are likely to lead to proposals for further nuclear power.
- 1.31 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.
- 1.32 The 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 the coastline, integrated coastal zone management needs to address the needs of our communities and the natural environment.
- 1.33 The Shoreline Management Plan (in preparation) 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 over a time period of 100 years.
- 1.34 Key Environmental Issues**
- Maintaining high quality design.
 - Maintaining and enhancing the high quality built, natural and historic environments
 - Recycling waste.
 - Energy conservation, energy efficiency and renewable energy
 - Conservation of water resources
 - The coastline is subject to pressures, both human and natural.
 - Flooding
 - Air quality
 - The value of the countryside to biodiversity and geodiversity

COMMUNITY AND SOCIAL PROFILE

- 1.35 By 2021 the UK population is expected to increase to 67 million and the number of those aged over 85 will increase by 50% in the same period. Increased life expectancy will bring with it growing numbers of people with health and care needs and the changing demands of the older population will put pressure on the public and private sectors to adapt.
- 1.36 The District has a significantly older population than the national average (15.72% over 69 compared to 11.58% for Great Britain) and the second highest in Suffolk. We can expect this to result in increasing demands on health, social and community services including housing services and provision. 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.

- 1.37 A large number of young people leave Suffolk Coastal at 18 resulting in an unbalanced age profile in the population with consequences for 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.
- 1.38 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.
- 1.39 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.
- 1.40 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 are 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.
- 1.41 Sexual Health, obesity and alcohol abuse are all issues for the district. For example, in 2006, 31.5% of Year 6 children weighed and measured in Suffolk Coastal were overweight or obese (32.6% for Suffolk as a whole). Suffolk Coastal has a worse than average rate of alcohol specific hospital admissions for under 18s compared to England as a whole (2004/05). There is a lack of evidence on substance misuse throughout the county.
- 1.42 Although there has been a 42% fall in crime since 1995, 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).
- 1.43 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. It is also important to foster communications between generations so to reduce stereotypical fear and misunderstanding.
- 1.44 Key Issues of Community Well-being:**
- Fear of crime
 - Given the age structure of the population, more specific provision should be made for older people.
 - Lack of facilities for young people.
 - Pressure on services caused by an ageing population
 - Loss and lack of local facilities and services.
 - Sufficient infrastructure to support the growth proposed

THE SUSTAINABLE COMMUNITY STRATEGY

- 1.45 In light of the available evidence and evaluation of the challenges and opportunities that face the district, the Local Strategic Partnership has identified ten key issues for Suffolk Coastal District that need to be addresses 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**

1.46 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.

- 1. Community Safety**
- 2. Coastal and Estuary Management**
- 3. Housing**
- 4. Support for vulnerable people to live independent lives in their community**

The Local Development Framework is acknowledged as a key tool for implementing this Strategy.

2. THE VISION and OBJECTIVES

INTRODUCTION

- 2.01 The **Vision** for the district results from the analysis of the District and is aligned to that of the Sustainable Community Strategy. Both are firmly based on clear evidence and, in the case of this Vision, evolve from the outcome of intensive public engagement. It is distinctive to the Suffolk Coastal district. It represents an ambition of how the District will look and function in the year 2025. The **Objectives** represent the basic targets that need to be set in order to achieve the Vision together with the expected outcome if a particular target is achieved.

THE VISION

- 2.02 **The overarching vision of Suffolk Coastal in 2025 is:**
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.
- 2.03 **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.
- 2.04 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 recognised and managed.
- 2.05 **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.
- 2.06 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.
- 2.07 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.
- 2.08 The transport infrastructure, in particular the rail network and the A12 and A14, will have developed to support business growth.
- 2.09 **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.
- 2.10 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

2.11. Objective 1 – Sustainability
To deliver better integrated and sustainable patterns of land use, movement, activity and development.

2.12 Outcome: A more sustainable environment.

2.13 Objective 2 – Housing Growth
To meet the district's housing requirements

2.14 Outcomes: A sufficient number of dwellings to meet identified requirements set out in the Regional Spatial Strategy, will be created as a minimum. Allocations will be made sustainably, based on a Settlement Hierarchy.

2.15 The focus for growth will be towards the east of Ipswich, as well as Felixstowe. At Felixstowe new housing will be provided for some of the many workers who are currently forced to commute into the town to work each day, and for local residents (particularly the young) who wish to remain in the locality, and in order to support local services.

2.16 Elsewhere a dispersal of organic growth to other market towns and sustainable settlements will occur. New growth will be at levels appropriate to the settlement size, function, character and environmental capacity.

2.17 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. transport, a local store, community hall etc in order to justify further modest development if the community as a whole desires it.

2.18 Objective 3 - Local Housing
To provide for the full range of housing needs within the District.

2.19 Outcomes: Housing will be created of a type, size and tenure appropriate to the needs of the District, 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 assessed such as those of the Gypsy and Travelling communities and a strategy devised to enable those needs to be met where practical.

2.20 Objective 4 - Economic Development
To support the growth and regeneration of the local economy

2.21 Outcomes: Across the District employment land will be established or protected in order to create jobs to complement housing growth and to underpin and diversify the local economy. This is particularly significant in the southern part of the District within the Haven Gateway sub-region (a designated Growth Point) where economic development within Suffolk Coastal contributes to the needs of the Ipswich area. Overall, the target will be to have created 8,000 new jobs in the District between 2001 and 2021 as a contribution towards need identified in the Regional Spatial Strategy.

2.22 Martlesham Heath, including BT's research and development headquarters, will be supported in further development as a key part of the ICT (Information, Communication, and Technology) cluster serving the East of England. Regeneration of the resort and diversification of employment will enhance the role of Felixstowe. In addition, consolidation of the Port and adequate consideration of its associated land requirements will enhance its status as the pre-eminent container port in the country.

2.23 Elsewhere small and medium enterprises will prosper and grow due to a combination of suitable land, premises, adequate infrastructure and labour supply with the necessary skills.

2.24 Deprivation will be addressed, with support given to the needs of the relatively deprived areas of Saxmundham and Leiston, the southern parts of Felixstowe, and large parts of the rural area.

2.25 Objective 5 - The Rural Economy To strengthen and diversify the rural economy

- 2.26 Outcomes: Despite pressures placed upon the farming industry, it will be supported and diversification of the rural economy encouraged. In doing so, a balance will need to be struck. On the one hand there is the prospect of a prosperous rural economy, with its benefits of vibrant communities and local jobs. On the other there are potential disbenefits of impact on the environment and local residents, particularly by lorry traffic.

2.27 Objective 6 - Tourism To promote all year round tourism based on the attributes (environmental, cultural and social) of the area

- 2.28 Outcomes: A tourism strategy that is built on and complements the character of the area will be implemented. 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 the estuaries, as an attraction in their own right.
- 2.29 Tourist accommodation should be protected and enhanced, particularly in the resorts.

2.30 Objective 7 - Market Towns To sustain and enhance the vitality and viability of town centres and to foster market towns as service, employment and retail centres

- 2.31 Outcomes: The five market towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge will retain their vitality and have their prosperity enhanced by appropriate levels of commercial and residential development. They will be the focus for local services and jobs for the surrounding rural areas.
- 2.32 New retail floorspace will be created in order to meet the identified needs of the District, with existing centres being the priority locations.

2.33 Objective 8 - Transport To enhance the transport network across the District

- 2.34 Outcomes: Improved public transport is considered to be important given both the lack of access by a large proportion of the rural population to a car and issues around climate change. The integration of private and public transport will be a fundamental objective. The two local rail routes along the East Coast and between Ipswich and Felixstowe, including their stations, will continue to be supported and enhanced.
- 2.35 However, use of motor vehicles remains important particularly within the rural areas and this will be reflected in standards of provision for off-street parking.
- 2.36 Opportunities to improve the main strategic road network (particularly the A12 and A14) in order to support economic growth will be taken, or committed to, where this can be achieved without any overriding environmental objection.

2.37 Objective 9 – Design To deliver high quality developments based on the principles of good, sustainable and inclusive design

- 2.38 Outcomes: Whenever new development takes place, a high priority will be given to design, not only in terms of the aesthetics but also function, energy efficiency, risk of crime etc. In terms of housing it will be tailored to meet the immediate and lifetime needs of local people.
- 2.39 Local distinctiveness will be celebrated.

2.40 Objective 10 - Protecting and Enhancing the Physical Environment **To maintain and enhance the quality of the distinctive natural and built environments.**

- 2.41 Outcomes: The distinctive and valued natural and historic landscape, and the built environment, will be protected.
- 2.42 Large parts of the landscape of the district are of national importance. These will be protected, not only because of their visual qualities but also tranquillity and ambience, particularly relevant in the secluded parts of the coast. Those other parts of local importance will be designated as such, being a key asset for local people and visitors. Overall, the character of the landscape, whether designated or not, will be maintained and enhanced.
- 2.43 Biodiversity and geodiversity are also of major importance within the District and opportunities to secure and create new sites and habitats, will be encouraged.
- 2.44 The importance of buildings and places is also recognised and opportunities will be taken where necessary to:
- create new or extend existing conservation areas;
 - to introduce new controls within them;
 - to protect existing entries and seek additions to the List of buildings of architectural or historic interest; and
 - to protect buildings not on the List where warranted.

2.45 Objective 11 – Climate Change **To adapt and mitigate against the potential effects of climate change, and minimise the factors which contribute towards the problem.**

- 2.46 Outcomes: The Council will work with its partners to address the impact of climate change. They will use the planning system and other partnership working methods – 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. By 2025 there will be a 60% reduction in CO2 emissions from 1990 levels.
- 2.47 Given the location adjacent to the coast and rising sea levels, as well as numerous inland rivers and estuaries susceptible to flooding, the Council will work with partners to protect the communities and minimise new development in vulnerable areas.

2.48 Objective 12 - Physical and Community Infrastructure **To ensure that appropriate 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.**

- 2.49 Outcomes: The aim will be 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. Allocations of land for specific uses will be made.
- 2.50 It will also be essential to ensure that all new development is supported by appropriate infrastructure, and providers/funders are clear as to their responsibilities.
- 2.51 “Infrastructure” extends to leisure and cultural needs, including art.

2.52. Objective 13 – Accessibility **To promote better access to housing, employment, services and facilities for every member of the community.**

- 2.53 Outcomes: There will be improved access to healthcare, leisure, education, training, employment and other services when measured against national standards. 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; and
 - improvements to transport connectivity.

- 2.54 Those residents of Suffolk Coastal considered to require particular attention include younger and older people, those who are disadvantaged, and those in remote rural areas.

2.55 Objective 14 – Leisure

To ensure that the community is as healthy as possible

- 2.56 Outcomes: This 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 green spaces across the District, based upon local standards to be created.
- 2.57 Opportunities for the local population to live and enjoy a healthy lifestyle will be encouraged.

2.58 Objective 15 – 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

- 2.59 Outcomes: Planning for, and adaptation to, the consequences of climate change on coastal areas, 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
 - risk to people and property being managed to acceptable levels

3. THE SPATIAL STRATEGY

SPATIAL PLANNING and SUSTAINABLE DEVELOPMENT

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

- (i) 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;
- (ii) It considers the concept of 'place', including local distinctiveness and local opinion;
- (iii) It 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 on individuals and communities; and
- (iv) It concerns the provision of infrastructure necessary to support existing communities and potential for future development.

3.02 In addition, 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.

Option:

It is also one that has been prepared having regard to local issues within the District rather than simply applying national and regional policies as was the alternative option.

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) 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;
- (b) Reduce the overall need to travel;
- (c) Give priority to re-using previously developed land and buildings;
- (d) Promote the use of sustainable methods of construction, including materials, energy efficiency, water recycling, aspect etc;
- (e) Achieve a local balance between housing growth and employment opportunities;
- (f) Enable a healthy economy, notably in the town centres and rural areas, taking advantage of regeneration opportunities where appropriate;
- (g) Enhance accessibility to services and create an integrated and sustainable transport system;
- (h) Conserve and enhance the natural and built environment;
- (i) Mitigate against the effects of climate change;
- (j) Maintain and enhance a sense of place;
- (k) Create and promote inclusive communities in both urban and rural locations; and
- (l) Provide the appropriate infrastructure in order to support existing and proposed communities.

Policy Context and Evidence Base		
Objective	Obj1	See Section 2
National Policy	PPS1	See Appendix 2 for titles
Regional (RSS) Policy	SS1	See Appendix 3
Cross Reference		
Development Control Policy	All	See Section 5

SETTLEMENTS

SETTLEMENT HIERARCHY

- 3.03 The most important ‘places’ which the spatial strategy addresses are considered to be the 100+ individual settlements 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 which this district enjoys and which it is a stated priority to maintain. The 2001 census recorded that over 47% of households within the district lived within the 6 main urban areas and market towns whose populations vary between around 2,700 and 24,000. The large variation in population density between the more very sparsely populated north of the district and the more southern areas closer to Ipswich - the county town - provides further testament to the huge variety of settlements and communities which exist across the district, and whose future this Core Strategy needs to address.
- 3.04 Whatever the size and location of settlement 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). The Settlement Hierarchy, as set out in Strategic Policy SP2 and Appendix 1, therefore, accords with both the principles of sustainable development/sustainable communities and the Regional Spatial Strategy (RSS), whilst reflecting the locally diverse settlement character and pattern.
- 3.05 Within the Hierarchy, settlements are categorised according to sustainability factors including size, level of facilities, and their role in relation to their locality and neighbouring settlements, 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 settlement 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.
- 3.06 Option:
A hierarchy based on physical size rather than sustainability criteria. This has the benefit of being simple in its approach. However, it fails to reflect the current emphasis on sustainable settlements and the need to look at the function of settlements as well as their size. The approach, therefore, fails to accord with latest advice in the Regional Spatial Strategy to which the Core Strategy is required to conform as it cannot distinguish, or provide the basis for distinguishing, even those settlements which are key service centres from others. To progress with this option might therefore risk failing a key test of soundness.
- 3.07 Option:
Hierarchies with fewer, or more levels. The former was dismissed as potentially over-generalising the settlements within the district thereby losing local distinctiveness. The latter ran the risk of being too detailed and potentially confusing. The preferred approach with six levels is considered to represent the optimum.
- 3.08 To further facilitate and guide the location of development at the larger settlements, **physical limits boundaries** 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 settlement. In essence they serve to differentiate between the more built up areas, where development will normally be considered acceptable, and the countryside, 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.
- 3.09 In addition, where opportunities are still extremely limited within physical limits, there may be the possibility of development in surrounding ‘clusters’ of houses and this is considered later.

Strategic Policy SP2 - Settlement Policy

The identification of a Settlement Hierarchy is a key tool by which the Council will achieve its Vision for the district to 2025, 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 following Settlement Hierarchy will be used in determining the scale of development appropriate to a particular location:

Settlement Type	Scale and Level of Provision	Relevant Strategic Policies	
Major Centres	Sub-regional centre for commercial and social facilities.	East of Ipswich	SP3, SP17, & SP18
		Felixstowe	SP4 & SP18
Towns	Focal point for employment, shopping and community facilities. A Transport hub.	Aldeburgh	SP5
		Framlingham	SP6
		Leiston	SP7 & SP18
		Saxmundham	SP9
		Woodbridge*	SP10 & SP18
Key Service Centres	Settlements which provide an extensive range of specified facilities, namely all or most of the following: Public transport access to a town Shop(s) meeting day to day needs Local employment opportunities Meeting place Post office Pub or licensed premises Primary school Doctors surgery	General	SP11, SP18 & SP20
Local Service Centres	Settlements providing a smaller range of facilities than the key service centres. At least 3 from: Public transport access to a town Shop(s) meeting day to day needs Local employment opportunities Meeting place Post office Pub or licensed premises	General	SP11
Other Villages	Settlements with few or minimal facilities	General	SP12
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district.	General	SP12

*with parts of Martlesham & Melton

The actual position of specific towns and parishes within this hierarchy is contained in Appendix 1.

Policy Context and Evidence Base		
Objective	Obj2	See Section 2
National Policy	PPS1, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	SS2, SS4	See Appendix 3

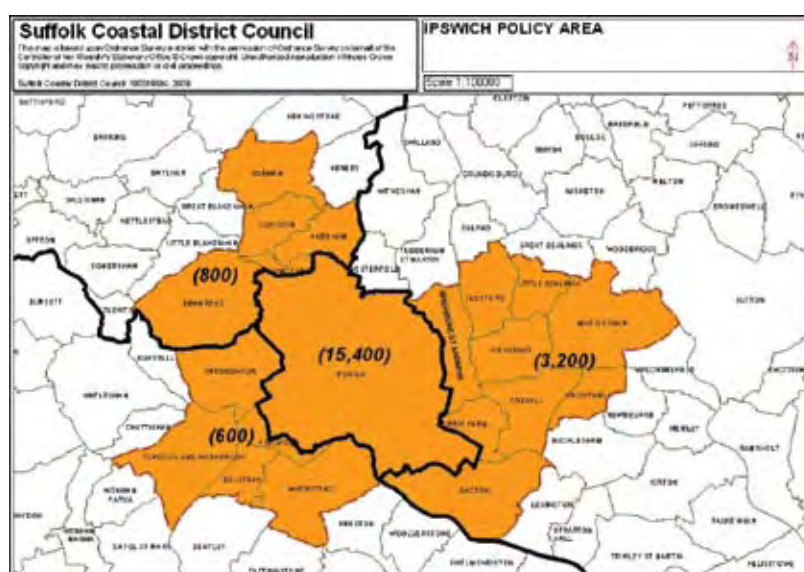
MAJOR CENTRES

- 3.10 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).
- 3.11 The district borders the county town of Ipswich. Ipswich is the county town and a port. It represents the largest employment centre in Suffolk, accounting for around 30% of all employment, and is of regional significance. In the Regional Spatial Strategy it is identified as one of the Key Centres for Development and Change.
- 3.12 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.
- 3.13 Elsewhere within the District there is one other major centre – Felixstowe/Walton - given its role as an employment and commercial 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

- 3.14 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). The Ipswich Policy Area 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 housing targets to be accommodated within it, split between each Council area as illustrated on Map 1.
- 3.15 In reality, the Suffolk Coastal part of the IPA area can be broadly subdivided between a more urbanised section that incorporates elements of Rushmere St Andrew, Kesgrave, Martlesham and Purdis Farm and the rest, which is characterised by countryside and villages such as Little Bealings and Nacton. Parts of this countryside area are designated for their landscape, wildlife and historic interest, providing an important setting to the settlements and contributing to local people's quality of life.



Map 1: Ipswich Policy Area showing housing requirements 2001-2021 as set out in the Regional Spatial Strategy

- 3.16 In addition to housing, the more urbanised section includes strategic and general employment provision at Martlesham Heath business campus and the Police Headquarters, district centres at Warren Heath (including the Sainsbury 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 western 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 Ipswich Policy Area is identified as being suitable to accommodate strategic levels of housing growth.
- 3.17 The preferred strategy adopted for this area seeks to balance the many often-conflicting opportunities and threats that the scales of new development now required will bring.

New Housing

- 3.18 In respect of strategic levels of new housing and associated community and social facilities, a number of alternative directions of growth have been assessed and made the subject of public consultation.
- 3.19. The alternative Options for directions of growth were:

(i) *Westerfield to Rushmere St Andrew*

This general area is located around Westerfield Road, Tuddenham Road and Playford Road. Locations within it could include Humber Doucy Lane, Westerfield and Westerfield Station, and the sports grounds around Rushmere St Andrew.

Significant positive benefits include:

- *The proximity to Ipswich Town Centre.*
- *The presence of a railway station.*
- *Opportunities for planning gain including green space.*
- *The potential to create new roads to relieve the current road system on the northern side of the town.*
- *The potential to create new community facilities and services.*

On the whole though, there are definite disadvantages in comparison with other options. These include:

- *The nearest employment opportunities are in the town centre and the links are via B and C class roads with no dedicated alternative sustainable modes of transport.*
- *The majority of the countryside is attractive, with a clear break between town and country.*
- *The settlements of Westerfield and Rushmere St Andrew retain a rural character despite their proximity to Ipswich.*

(ii) *North of the A1214, Woodbridge Road*

This general area runs from Kesgrave to the border with Ipswich and includes land between the A1214 and Playford Road.

Significant positive benefits include:

- *The presence of good public transport.*
- *The opportunities for green space, notably a “green corridor” out of Ipswich.*
- *The lack of quality in the character of the countryside.*
- *Proximity to schools (albeit at capacity) and other facilities within Kesgrave.*

Significant negative points include:

- *The presence of important areas of biodiversity.*
- *The breaking through of a physical boundary to Kesgrave in the form of the A1214.*
- *The loss of the identity of Rushmere St Andrew.*
- *The impact on social cohesion of a lot of development.*
- *Traffic on the A1214 and Playford Road.*
- *No immediate local employment.*

(iii) *South of Kesgrave and Martlesham Heath*

This area runs parallel to the Foxhall Road between Bell Lane and the A12 and contains basically two potential sites – to the south of Grange Farm, Kesgrave and to the south of Martlesham Heath.

Overall the option has many advantages over the alternatives:

- A close proximity to a major source of employment is particularly important, especially given the links by means by other than the private car.
- The landscape is currently bland and no major loss to the setting of the town.
- Its location between Martlesham and Kesgrave means that the growth of Ipswich is contained and the area gives an opportunity for longer term planning beyond 2025.
- Links are possible with Grange Farm and Martlesham Heath thereby building upon existing social structures.

However, disadvantages include:

- The impact of the stadium (noise) and landfill site (odour and noise)
- The impact on the existing heathland around Martlesham.
- The facilities in Kesgrave are already failing to catch up with the expanding population and there would be concern in respect of adding further growth.

(iv) Northwest of the A14

This option lies in the southern part of the area and would entail development between the Bucklesham and Felixstowe Roads, possibly as far as the A12.

Overall, the area benefits from:

- Location close to major employment
- Location at the junction of two important roads – the A12 and A14.
- Public transport into Ipswich exists and there is the potential to create park and ride.

However:

- It is attractive countryside lying on the edge of the town, particularly along the Bucklesham Road where there is very quickly a transition from urban to rural character
- The relationship between residential development and noise from the showground
- The possible loss of the County Showground and its facilities

3.20. The Council's **preferred option** for its general location is –

At the eastern end in order to create a new community/neighbourhood alongside but not overwhelming existing communities at Martlesham, Martlesham Heath and nearby, neighbouring villages.

3.21. The area of search for housing sites will extend in a “half collar” around the employment area at Martlesham Heath, including BT at Adastral Park. Opportunities for sites include within Martlesham village, on the old Felixstowe Road, the sand quarries east of Adastral Park and the farmland north of Waldringfield Road.

3.22. On the whole this general direction has significant advantages:

- (i) In comparison with other areas which are predominantly farmland a large proportion of the search area has the opportunity for mineral extraction before being developed
- (ii) The land is immediately adjacent to a substantial employment area with the potential to intensify (see below)
- (iii) The opportunity is available to create a new community
- (iv) This community, consisting of residents and employees, will be large enough to support new facilities and services, including a primary school, with the opportunity to consider sixth form provision building on the reputation of Adastral Park
- (v) By creating a community there is the ability to ensure that infrastructure is in place and construction takes place in accordance with sound principles of sustainability
- (vi) Public transport is in place (although it will be a substantial journey to Ipswich town centre without improvements taking place)
- (vii) The potential impact on the AONB can be mitigated with strategic landscaping put in place at an early stage
- (viii) Areas of biodiversity and geodiversity interest can be identified and enhanced
- (ix) Access to the countryside can be improved, thereby creating green space

3.23 However, the A12 is a significant factor. The option represents an extension of the urban area beyond this major route. Isolation may be the outcome. The area is also close to an Area of Outstanding Natural Beauty as well as areas of wildlife and geological interest. Mitigation measures may need to be put in place.

Employment

- 3.24. Sites for new local employment will be identified in the Site Specific Allocations and Policies Local Development Document. However, there are two potential areas of strategic rather than local significance.
- 3.25. Firstly, an extension to Ransomes Europark at Nacton creating at least 14 hectares of employment land. Located as it is adjacent to the county town of Ipswich and adjacent to the A14 this has the potential to provide employment to serve a wider area.
- 3.26. Secondly, there is the Martlesham Business Campus, identified as a Strategic Employment Area' (policy SP21) and consisting 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 is to be known as Innovation Martlesham and it will provide an invaluable contribution to the employment base of Ipswich and Suffolk Coastal.
- 3.27. 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

- 3.28. 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 this wider Ipswich Policy Area.
- 3.29. 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 distant. 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.

Transport

- 3.30. Suffolk Coastal does not suffer the congestion problems that an urban authority might face. However, the district does contain part of the urban fringe of Ipswich, including the A12 and A14 trunk road, and there are issues in respect of the capacity of these roads to accommodate further traffic.
- 3.31. A recent study of the A14 Newmarket to Felixstowe corridor has 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
- 3.32. In particular, the Orwell Bridge is of 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 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.
- 3.33. A further study is underway to examine east-west movements across Ipswich and to formulate proposals to increase capacity through management, road improvements or new construction. The outcome of this study will be available for a subsequent review of the Core Strategy. See Strategic Policy SP15.

The Strategy for the Area East of Ipswich

3.34 In essence, the strategy (economic and social issues) is to:

- (i) Direct strategic levels of new housing and associated community and social facilities towards the east to create a new community /neighbourhood alongside but not overwhelming existing communities at Martlesham, Martlesham Heath and nearby neighbouring villages, as well as the strategic employment site at Martlesham Heath;
- (ii) Support the continued improvement and upgrading of the strategic employment site at Martlesham Business Campus. Whilst priority will be given to uses which support its role as a centre of excellence for ITC at the regional and national level other employment uses will be encouraged which make use of local skills;
- (iii) In association with the business use, to support the provision of secondary or higher education provision should the need for such a new facility be confirmed, in such a location as to provide close links with the business community at Martlesham Heath and to encourage younger people to remain within the area;
- (iv) Use the critical mass created by the strategic housing and employment growth, to improve public transport, foot and cycle links within and between existing and proposed housing and strategic employment areas and the park and ride facility at Martlesham. In particular, to look to extend the public transport network to improve access to both Woodbridge and Felixstowe. In relation to foot and cycle path provision, emphasis will be placed on securing good quality links for short journeys for which motorised transport is not essential and to access public transport nodes;
- (v) Identify any necessary improvements to the strategic and local road network required as a result of the strategic levels of growth and to ensure their provision is appropriately phased to prevent any worsening of the existing situation;
- (vi) Work with service and utility providers to as a minimum maintain but ideally to improve access to health, education and other services;
- (vii) Elsewhere, to complete the building out of existing housing schemes together with their associated infrastructure provision but to then allow these communities time to adapt to their new expanded state;
- (viii) To enable other settlements and villages to develop in accordance with the defined Settlement Hierarchy as set out in SP2;
- (ix) To give support to the town of Kesgrave to enable it to grow, consolidate and promote its role as an important centre within this recently and rapidly expanded residential area east of Ipswich. To identify and exploit opportunities which encourage and facilitate greater social integration for new and existing residents; and
- (x) Ensure that development is located and phased so as not to prejudice other development potential, namely known mineral workings and reserves.

3.35 In respect of the environment, the strategy is to:

- (i) Ensure that a strong visual boundary is created between the strategic new built development and the surrounding countryside that maintains the integrity of the AONB. Master planning and advanced planting will be critical to this;
- (ii) Use the existing patchwork of sites designated for their nature conservation and historic interest as the basis for creating a network of green corridors to compensate and mitigate for habitat losses which may result from new built development;
- (iii) Identify and create a wider green infrastructure network of multifunctional green spaces, including sports pitches, parks and access to the countryside and coast in support of a better quality of life

for residents. Properly managed, this network will ensure that residents and visitors have access to natural green space but in a manner which does not detract from its wildlife interest or individual rural communities; and

- (iv) Create a new business and residential community which is of a high quality of design, is both energy and water efficient, and maximises opportunities for on site renewable energy production

Strategic Policy SP3 – 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. 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:

- (a) that contains well-planned, sustainable new housing of a mix of size, type and tenure linked to existing and proposed employment;
- (b) where the planned direction of controlled growth is eastwards from the A12;
- (c) 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;
- (d) 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;
- (e) that has created its own distinctive identity with smaller readily distinguishable villages, neighbourhoods and communities within the larger area;
- (f) 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;
- (g) 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;
- (h) that includes the retention of designated Sandlings areas on the edge of Ipswich because of their historic and biodiversity interests; and
- (i) maximises opportunities to achieve access to green space, including the countryside.

Policy Context and Evidence Base		
Objective	All except Obj 7 & 15	See Section 2
National Policy	PPS1, 3, 6, 7, 9, 22, 23 PPG13, 15, 16, 17, 24	See Appendix 2 for titles
Regional (RSS) Policy	SS2 SS4 SS2, SS4, HG1, H1, T1, E2, E4; M1	See Appendix 3

FELIXSTOWE WITH WALTON AND THE TRIMLEY VILLAGES

Introduction

- 3.36 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 interest. 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.
- 3.37 In addition, whilst the town contains a good range of leisure and other facilities, it is underprovided in terms of sports provision and what sports provision there is, can sometimes cause conflict between users.
- 3.38 Risk from flooding is a critical local issue with further investment needed to continue the programme of upgrading sea defences, in line with the Shoreline Management Plan.

New Housing

- 3.39 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 settlements in its hinterland if these trends continue. Younger generations already have to look outside Felixstowe for careers and housing.
- 3.40 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 smaller 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 has not matched this increase in demand.
- 3.41 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 non-residents who work in Felixstowe but live elsewhere.
- 3.42 The Port has permission to expand its business through a major re-configuration of the port area and its deep-water berths. If or when it does, the potential exists for the housing imbalance to 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.
- 3.43 Given these issues and the role of Felixstowe as a major centre in the Settlement Hierarchy, it is appropriate that further housing growth should be located there. Expansion of Felixstowe is constrained to the east, south and west by the sea, the port and the Orwell estuary. Therefore, in considering options for locations of housing development it is necessary to assess the potential within and around Trimley St Martin and Trimley St Mary given their close proximity and functional relationship, as well as areas north of the A14 and north of Felixstowe. The potential from current previously developed ('brownfield') land within Felixstowe and the Trimley villages is relatively small given the size of the settlements, largely due to their nature with few redundant sites and constraints imposed by such factors as flood risk. Therefore, allocations of greenfield land are likely to be necessary, distributed over a number of locations.
- 3.44 The **preferred option** is for organic and evolutionary growth in the Felixstowe and Trimleys area over a mixture of sites whilst preserving as far as possible prime agricultural land for essential food production. In examining potential sites additional factors will have to be access to the town centre, the Port and other facilities as well as the potential for infrastructure provision.

3.45 The advantages of a strategy of dispersed development are:

- Impact on some local roads could be more diffuse;
- Building on a number of sites has the advantage of allowing individual communities to grow at a rate which is more readily absorbed into the existing social fabric
- Disperses the potential negative effect of major new build, thus limiting the impact on any one of the communities of Felixstowe, Trimley St Martin, Trimley St Mary and Walton
- Incremental development is more likely to retain the countryside setting of the town, which is an important element of a regeneration strategy and
- Loss of prime agricultural land could be managed

3.46 The disadvantages of the preferred strategy would be:

- Supporting infrastructure would be more difficult to assess and provide
- It would be difficult to monitor and manage with regard to developer contributions etc to finance essential new infrastructure provision;
- It could potentially impact to an extent upon all the communities of Felixstowe, Trimley St Martin, Trimley St Mary and Walton
- There is no guarantee that the total numbers of dwellings to be provided can be found on land which is not prime agricultural land
- Some larger scale sites may well still be required
- Mitigation in the form of landscaping etc less likely to be achieved successfully in the case of a large number of sites rather than one (or two) single ones

3.47 Option:

An alternative option would have been a strategy of concentrating growth in one or two locations. However, the option was dismissed because of the overriding disadvantages of:

- *A significant impact on the countryside setting to the north of the town or the separate identities of the Trimley villages depending upon which location was chosen; and*
- *The loss of a substantial area of prime agricultural land for essential food production.*

Specific areas were considered for such concentration. These were:

- (i) *Northeast of the A14. This general area is located between the Trimley and Dock Spur interchanges, north east of the A14.*
- (ii) *Land between the Trimley Villages, railway line and A14. This general area falls into two parts, east and west of Trimley High Road. The east is bounded by the A14. The west side is potentially larger and bounded by the railway line.*
- (iii) *South of Dock spur roundabout between Walton and Trimley St Mary. This area consists of the 'gap' between Felixstowe and the Trimley villages. It straddles the High Road and extends between Candlet Road and the railway.*
- (iv) *North of Candlet Road. This area lies on the northern edge of Felixstowe, between the Dock Spur roundabout and Garrison Lane, north of Candlet Road. There are two distinct parts, east and west of Gulpher Road.*
- (v) *North of Felixstowe. This option lies north of 'Old Felixstowe' and the residential areas around Upperfield Drive. It extends east-west from Ferry Road to Eastward Ho.*
- (vi) *North of Trimley St Martin. The option consists of land at Innocence Farm, between Trimley St Martin and Kirton, north of the A14.*

Employment

The Port of Felixstowe

3.48 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 would create a further 620 direct jobs in Felixstowe and 860 in indirect and induced jobs across the Haven Gateway.

3.49. 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 will need to establish a suitable location or locations. If, within this District, sites will be allocated in the Site Specific Allocations and Policies Local Development Document. The criteria to be used to identify such land will be:

- On or well related 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.

3.50 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. It is not good for the economy of a town to be so reliant on one activity.

3.51 Felixstowe may need to diversify its economy to offer new opportunities. To do this it may need a different and distinct employment development away from the Port. Non Port-related businesses find 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

3.52 Felixstowe the "Resort" makes a very useful comparison with the Port. It grew rapidly from the 1890's 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.

3.53 However, it still retains its tourism potential given the setting, 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.

3.54 The southern part of the resort is demonstrating physical neglect and also shows signs of deprivation. Regeneration of the resort, but particularly this area, should be seen as a priority (Also see policies SP23 and SP24).

Town Centre

3.55. 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.

3.56 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 qualitative choice to the provision.

Transport

3.57. 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. There are, however, 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 Strategic Policy SP15.

The Strategy for Felixstowe with Walton and the Trimley Villages

- 3.58. In summary, whilst the port continues to prosper the town has suffered a decline in recent years. Identified negative trends include: -
- an ageing population which itself is leading to threats to local services;
 - a restriction on new building which has contributed to the fact that more people now commute into the town to work than out;
 - a decline in the fortunes of the town;
 - a lack of cohesion between the different parts of the town including the port, the seafront and the town centre, thereby failing to capitalise on the qualities each can bring and contribute to the town;
 - a lack of public transport routes providing key links within the town and linking the town to the port;
 - a decline in its role as a holiday destination, although it remains a tourist attraction with many quality buildings and facilities;
 - an over-reliance on the port and port related uses for local employment; and
 - local pockets of relative deprivation.
- 3.59 The strategy for the town looks to address the negative trends identified and to build on the area's strengths for the benefit of residents and tourists. In essence this means:
- (i) Allocating land for strategic levels of housing growth across dispersed locations of a range of size and type to meet the needs arising from the existing population and to support the workings of the port, both directly and indirectly. The aim is to limit the need for in commuting by providing living accommodation closer to employment opportunities, and to encourage and enable younger people to remain to secure a more balanced population profile. New development will be expected to focus attention towards Felixstowe as a centre to meet residents' needs rather than outwards to other parts of the district;
 - (ii) Working in partnership with service, utility and transport providers to identify current deficiencies in provision as well as new provision to support the levels of new housing growth. Emphasis will be placed on providing a geographic spread of facilities which best meets the needs of existing and future residents and the changes in service delivery of the providers. Provision should be phased in line with new housing provision;
 - (iii) Encouraging new employment uses in suitable locations to help diversify the local economy. Priority will be given to ensuring that such sites can be fully serviced including ICT provision;
 - (iv) Maximising the use of brownfield land opportunities within the built up area, but looking first to see if they are better suited to employment or community uses that could bring wider benefits than a purely residential development;
 - (v) Encouraging development and environmental enhancement schemes that will serve to enhance the town centre and the seafront, in a co-ordinated way. Schemes should look to enhance the vitality and viability of the town centre and to maximise opportunities for any wider benefits which may accrue from improvements to the sea defences;
 - (vi) Strengthening the physical, economic and cultural links between the port and the town;
 - (vii) Working with partners to identify key access links within the town and between the town and the Trimley Villages to provide alternative means of access to local employment and social and community facilities without having to use the private motor vehicle. Innovative approaches to public transport provision will be encouraged particularly where they can extend opportunities for use by those who work in businesses operating all day and every day; and
 - (viii) To use the existing patchwork of urban green space and the areas of nature and landscape interest around the town and across the peninsula as the basis of a framework for green infrastructure provision to serve both the local and wider communities;
- 3.60 Detailed guidance will be required to draw these issues together in the form of an area action plan or supplementary planning guidance.

Strategic Policy SP4 – 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.

Additional housing will be created. This will represent organic and evolutionary growth in the Felixstowe and Trimleys area over a mixture of sites 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. Development will be used to provide an extended comprehensive range and scale of facilities.

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 SP23).

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 a supplementary planning document, itself to be the subject of public consultation. Implementation will be through partnership working with the public and private sectors.

The constraints and opportunities posed by the location at the end of a peninsula with limited access via road and rail are recognised (see SP15), as is 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 site to the Town Centre of Felixstowe;
- (d) the future duelling of the railway track for the wider community;
- (e) the retention and the provision of primary and secondary schools;
- (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; and
- (j) adequate water, electricity, sewers etc.

Policy Context and Evidence Base		
Objective	All except Obj 7	See Section 2
National Policy	PPS1, 3,6,7,9,22,23,25 PPG13, 15, 16, 17,20,	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4 SS9, T1, T10, T11, T15, H1, H2, H3, H4, E2, E3	See Appendix 3

THE TOWNS

INTRODUCTION

- 3.61 The towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge (with parts of Martlesham and Melton) 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.
- 3.62 In terms of the ability to grow and accommodate the new housing expected by the Regional Spatial Strategy, there is marked general support for development within towns. Reasons given generally include:
- It gives them the opportunity to prosper.
 - It addresses their requirements.
 - It creates affordable housing.

However, not all towns have the capacity to grow and this is explored on an individual basis below.

- 3.63 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.
- 3.64 These 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.
- 3.65 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 and 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 confirms this. This looked at the town centres, including Felixstowe. Whilst some of the findings in the study have been acted upon, or been superseded by events, much of their commentary remains valid and useful. Where minor adjustments in provision are promoted, through 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 to be set out in the Core Strategy.
- 3.66 The capacity for new retail floor space is set out in the Table 3 later (see Economy). This is for the period to 2021. Future monitoring of the Core Strategy will establish whether this has been created and a subsequent review will roll forward the requirement beyond 2021.
- 3.67 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 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.

ALDEBURGH

- 3.68 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.
- 3.69 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.

- 3.70 As a coastal resort however the town is a popular tourist destination. Many of the shops in the town centre are targeted at the visitor rather than the local population.
- 3.71 The town contains few brownfield development opportunities capable of development. Flood risk and other environmental and physical constraints also restrict new greenfield development opportunities.

Option:

A strict regime of preservation and control is exercised given the constraints. This, however, fails to recognise the local issues and the interrelationship of the town with neighbouring Leiston nor does it address on-going concerns regarding the ageing population and lack of affordable housing options for younger people to remain in the area. An element of flexibility is, therefore, preferred.

- 3.72 Given this need and the constraints, **the preferred strategy for the town of Aldeburgh** is to:
- (i) Support development which will help consolidate its existing roles as a service centre and tourist destination where this can be achieved within the physical and natural constraints to which it is subject; this would include improvements to the public realm;
 - (ii) Ensure that the balance of services and facilities remains weighted in favour of the resident population;
 - (iii) Give priority to new housing developments that could meet the needs of the younger sectors of the community to enable them to remain within the locality. This may include allowing an exception to national planning policy guidance on flood risk where affordable housing is to be provided to meet the needs of the younger section of the population based on identified local needs; and
 - (iv) Support the provision of good public transport links between the town and Leiston to secure access to higher order leisure facilities, employment and secondary education, and for the benefits of tourists.

Strategic Policy SP5 – 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 its retail and service offer, serving both town residents and those of its rural hinterland alike, and its visitor populations;
- (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 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.

Policy Context and Evidence Base		
Objective	All except Obj 5	See Section 2
National Policy	PPS1, 3,6,7,9,22,23,25 PPG13, 15, 16, 17,20,	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4 SS9, T1, T10, T11, T15, H1, H2, H3, H4, E2, E3	See Appendix 3

FRAMLINGHAM

- 3.73 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; and 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 rural hinterland.
- 3.74 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.
- 3.75 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 the towns continuing evolution, however, significant brownfield land opportunity exists at Station Road. This former employment site is no longer required for employment use in its present form and 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 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.
- 3.76 **The preferred strategy for Framlingham** is, therefore, in essence to:
- (i) Encourage development and environmental enhancement schemes that support and underpin its existing role as a service centre and tourist destination. The balance of service and commercial provision within the town centre will be weighted in favour of uses which support the local community over visitors
 - (ii) Maximise use of existing brownfield opportunities to meet the future housing and employment needs of the area
 - (iii) Work with the local community and partners to identify current deficiencies in social and community provision, and any new provision required to serve new residents and businesses and to secure their provision including through site allocation

Strategic Policy SP6 – 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 historic quality character without suffering the effects of “town cramming”;
- (b) maintain a healthy retail and service offer, serving both existing and future residents alike, 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 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.

Policy Context and Evidence Base		
Objective	All except Obj 5	See Section 2
National Policy	PPS1, 3, 6, 7, 9, 22, 23, 25 PPG13, 15,16,17, 20	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4	See Appendix 3

3.77 Option:

No alternative policy options were considered.

LEISTON

- 3.78 Leiston is a younger town than the other market towns and coastal resorts across the district. It has a distinct character of its own and a history very much linked to manufacturing. 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 due to safeguarding issues. It is this town which will be most affected should government decide in favour of additional nuclear power plant in this location. The need for safeguarding will be used to argue for a variation in off-street parking standards where emergency evacuation routes need to be secured.
- 3.79 The town currently provides a wide range of facilities serving not only its own residents and those of its rural hinterland. It also provides employment, leisure and education facilities for the residents of the neighbouring town of Aldeburgh. The town does nonetheless contain pockets of relative deprivation. In recognition of the enhanced role that the town plays within the wider locality it is keen to see improvement and investment in its physical environment and further investment in social and community facilities.
- 3.80 The town contains a number of brownfield sites that may be considered suitable for new development including housing. With the exception of the nuclear safeguarding issue, the town is not limited in the same way as the other market towns by other physical and environmental constraints. An allocation of new housing units is appropriate.
- 3.81 In essence **the preferred strategy for Leiston** is to:
- (i) Consolidate the town's current role as an enhanced service provider;
 - (ii) Encourage development and environmental enhancement schemes which will improve the physical environment of the town
 - (iii) Work with service providers and partners to identify and secure the improvement of additional social and community facilities appropriate to the status of the town
 - (iv) Maximise benefits to the town which may accrue should a new nuclear power station be built.

Strategic Policy SP7 – 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 modest 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 sensitive 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. These will be considered as part of the Site Specific Allocations and Policies Local Development Document.

Policy Context and Evidence Base		
Objective	All except Obj 5	See Section 2
National Policy	PPS 1, 3, 6, 7, 9, 22, 23, 25 PPG 13,15,16,17	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4	See Appendix 3

- 3.82. Option:
No alternative policy options were considered.

Sizewell

- 3.83 The government recognises that new nuclear build might be necessary if the UK is to meet its carbon reduction targets. Decisions on the location of any new nuclear build will be taken at national level and the various regulators would assure safety, security and radiological issues of design proposals.
- 3.84 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.
- 3.85 Sizewell will undoubtedly be a site that will be considered as part of the national strategic assessment. If an application for a new nuclear station were to be made, it would be submitted to the Secretary of State at the Department for Trade and Industry under the Electricity Act. Suffolk Coastal District Council would be a statutory consultee. It is 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.
- 3.86 Consideration also needs to be given to the fact that development of a new 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.

Strategic Policy SP8 – Nuclear Energy

In respect of the possibility of a third nuclear power station 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) Ecological impacts (on nearby designated sites);
- (f) Construction management;
- (g) A sustainable procurement policy;
- (h) 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;
- (i) Social issues – local community issues during long construction period and the housing of workers in the local area;
- (j) Economic impacts upon the area during and after construction;
- (k) The use of the nuclear industry in order to achieve renown with its economic benefits, eg a reputation as a ‘centre of nuclear excellence’;
- (l) Site decommissioning;
- (m) On-site storage of nuclear waste;
- (n) The long term implications for housing, both temporary (perhaps with opportunities to become available for local purchase – the ‘Olympic Village model’) and permanent; and
- (o) To ensure that the benefits (including financial contributions) are enjoyed by local communities.

Policy Context and Evidence Base		
Objective	Obj 4, 7, 8, 10, 12, 15	See Section 2
National Policy	PPS1, 3, 6, 7, 9, 22, 23, 25 PPG13, 15, 16,17	See Appendix 2 for titles
Regional (RSS) Policy	ENV2, SS9	See Appendix 3
Evidence Base	Government policy and statements in relation to nuclear power including Meeting the Energy Challenge: A White Paper on Energy	

3.87 Option:

Alternative policies were not considered appropriate and relevant.

SAXMUNDHAM

- 3.88 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 coast rail route. The town functions as a local retail, employment (including Kelsale cum Carlton) and service centre for residents and its hinterland. Significant levels of new housing have taken place in recent years.
- 3.89 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 retail and commercial offer within the town centre has contracted. 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.
- 3.90 There remain 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.

- 3.91 The **only strategy** considered appropriate **for the town of Saxmundham** is therefore one of:
- (i) Encouraging development and environmental improvement schemes that will support and underpin the town's role as a service and retail centre for local residents and its hinterland;
 - (ii) Supporting new employment provision that will complement and diversify the existing employment offer and discourage commuting; and
 - (iii) Maximising opportunities to improve social integration through the provision of new facilities in association with service providers and through the provision of good foot, cycle and public transport links.

Strategic Policy SP9 – 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 other local constraints, notably risk of flooding from the River Fromus to the eastern side of the town, and the A12 to the west. There is also 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) consider the limited new development in the form of new housing provision, with priority being given to affordable housing to meet local needs;
- (c) Identify opportunities to and to 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; and
- (e) 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.

Policy Context and Evidence Base		
Objective	All except Obj 5	See Section 2
National Policy	PPS 1, 3, 6, 7, 9, 22, 23, 25 PPG 13,15,16,17	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4	See Appendix 3

WOODBIDGE (WITH PARTS OF MELTON AND MARTLESHAM)

- 3.92 The town of Woodbridge as defined by its built up area, extends in part into the parishes of Melton and Martlesham. For ease of reference, however, the town is referred to throughout the Core Strategy as simply Woodbridge.
- 3.93 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 with its nature conservation and landscape designations but with the associated risk also from flooding. The town is an important retail, employment and service centre including the Local Authority Council offices. The town also provides higher order leisure and education facilities and, therefore, provides an enhanced role to the surrounding area.

- 3.94 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.
- 3.95 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.
- 3.96 The town also contains the only Air Quality Management Area (AQMA) in the district. Situated on the edge of the town centre, pollution is thought to be a combination of traffic and local climatic conditions.
- 3.97 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 to help maintain the vitality and viability of the centre. This is also characterised by individual traders with 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.
- 3.98 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 greenfield potential for an appropriate level of new housing to meet the needs of the town. 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.
- 3.99 Alternative strategies have not been considered. **The preferred strategy for Woodbridge** is, therefore, to:
 - (i) Support development which will enhance the towns enhanced role as a retail, administrative and service centre for the benefit of residents and visitors;
 - (ii) Support new development and environmental enhancement schemes which will contribute to the vitality and viability of the town centre including improved links between the key areas of the town;
 - (iii) Encourage new employment provision where it will complement and diversify the local economic base;
 - (iv) Secure improved public transport provision for the benefit of tourists and residents through the development of a more integrated transport hub;
 - (v) Identify new housing opportunities to meet local needs, particularly affordable housing and housing specifically required to meet the needs of older people; and
 - (vi) Support initiatives to address the issue of air quality within the AQMA where this can be achieved without detriment to the wider environmental quality of the town.

Strategic Policy SP10 – Woodbridge

The strategy for Woodbridge is to work within the acknowledged physical and environmental constraints, as well as opportunities affecting the town (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 role as the principle market town within the district, an employment centre and as 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 potentially one of constraint although modest expansion may be possible depending upon environmental considerations. Potential sites will be considered as part of the Site Specific Allocations and Policies Local Development Document.

Policy Context and Evidence Base		
Objective	All except Obj 5	See Section 2
National Policy	PPS 1, 3, 6, 9, 22, 23, 25 PPG 13,15,16,17, 20, 24	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4	See Appendix 3

THE SETTLEMENT PATTERN OUTSIDE MAJOR CENTRES AND TOWNS

INTRODUCTION

- 3.100 It is the major centres and five market towns to which the bulk of new development and growth will be directed. Outside these is a diverse network of settlements of varying size and character that sit within the wider countryside to which they relate historically, culturally and economically. The Settlement Hierarchy as defined in SP2 and amplified in Annex 1 describes and categorises these settlements in terms of their broad size, form and function but most importantly their ability to absorb new development in a sustainable manner. The hierarchy also sets out the type, scale and level of future development that is likely to be acceptable. The supporting text to the hierarchy sets out how the physical limits boundaries for these settlements will be drawn.

KEY AND LOCAL SERVICE CENTRES

- 3.101 Key and Local Service Centres represent the settlements with, respectively, a wide and limited range of facilities and services. It is to these settlements that development would next be directed.
- 3.102 In essence the strategy is to look to provide these settlements with the opportunity for limited growth to meet locally generated rather than strategic need. It looks to do this in a manner that is appropriate to and in character with the individual settlement concerned. In relation to new housing provision, within key

service centres this may include small scale allocations, but in both is more likely to include a more loosely drawn physical limits boundary which would enable a number of smaller scale, organic type developments to occur. It also takes a pragmatic approach to the additional smaller scale development opportunities which exist where small close knit 'clusters' of development exist outside but close to the defined physical limits boundaries, and where the inclusion of additional development of no more than one or two new units would cause no demonstrable harm.

- 3.103 These settlements are also likely to take on a wider role in terms of providing housing to meet the needs of the smaller settlements and hamlets round and about where there is a presumption against development. This is particularly the case in respect of affordable housing where a positive attitude may be adopted and allocations of specific pieces of land made (see Housing).
- 3.104 With regard to those settlements within the AONB, a 'sensitive' approach will be adopted towards new development on the edges of settlements in recognition of the gateway or transition these sites take on between the built area and the adjacent countryside.
- 3.105 In relation to service provision, the approach is one of retaining existing levels of service and community provision as well as working in partnership with service providers to provide new and innovative ways of servicing the local community.
- 3.106 In a similar fashion to the approach taken to clusters for the provision of new housing, the conversion of other rural buildings or complexes such as old farm buildings, to employment or similar use is more likely to be acceptable where these are located on the edge of or close to the defined physical limits boundaries where this would support the functioning of the settlement. Other specific policies will apply.
- 3.107 These settlements will also be the focus for public transport provision with key links identified between them and the higher order centres.

Strategic Policy SP11 – Key Service Centres and Local Service Centres

The Strategy for the communities outside of the towns and the major centres identified as key and local service centres is to:

- (a) **retain the diverse network of communities, supporting and reinforcing their individual character;**
- (b) **allow modest growth to occur within defined physical limits, of a scale appropriate to the size, location and characteristics of the particular community. This will be through 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;**
- (c) **promote the creation of affordable housing in key service centres by the making of modest allocations where the emphasis is on affordable rather than open-market housing (see policy SP20);**
- (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' 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.**

The appropriate scale of housing, employment and retail development to be achieved is set out in Table 1, which should be considered to form part of this strategic policy.

Policy Context and Evidence Base		
Objective	Obj 4, 7, 8, 10, 12, 15	See Section 2
National Policy	PPS 1, 3, 7, 9, 25 PPG 15, 16, 20	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4, SS9, H3	See Appendix 3
Evidence Base	Most documents	

3.108 *Option:*

Continue with the existing policy whereby settlements are classified according to size not function (see SP2) but this would not be sustainable. In addition, the ability to promote modest growth in key service centres might be excluded but this would not have provided the flexibility required in relation to housing provision or the organic growth of sustainable settlements.

OTHER VILLAGES and the COUNTRYSIDE

- 3.109 Other Villages are the settlements scattered across the District that do not have any, or have a minimal possession of facilities and services, relying totally on the higher order settlements 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.
- 3.110 Whilst these settlements 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. *One option might have been to apply a restrictive policy in respect of all other housing development. However, this would not have provided the flexibility required in relation to organic growth of rural communities.* Therefore, 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 district's makeup. 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.
- 3.111 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'.
- 3.112 The countryside is defined as all of the land that sits outside the built up area boundaries of settlements defined as major centres through to 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. The strategy and approach 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 which is an acknowledged priority through the Sustainable Community Strategy.
- 3.113 The countryside is also varied in terms of its form – its landscape, its 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 under Environment.
- 3.114 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.
- 3.115 Encouragement will be given to the re-use of existing buildings where these are in sustainable locations.

Strategic Policy SP12 – Other Villages and the Countryside

The Countryside will be protected for its own sake. Development outside the physical limits of those settlements defined as major centres, towns, key service centres or local service centres will only be permitted in exceptional circumstances.

In the case of those settlements defined as ‘Other Villages’ new housing will only be permitted 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.

Elsewhere in the Countryside new housing will only be permitted in the form of:

- (a) dwellings for agricultural workers in accordance with national policies;
- (b) affordable units abutting towns, key service centres and local service centres (see development control policy); and
- (c) infilling within clusters well-related to key service centres and local service centres (see development control policy)

In all cases development must not conflict with the strategy for the protection of the environment, including flood risk.

The Strategy will also be to recognise the important role the countryside can play in relation to quality of life, and enable improved access to natural green space for the residents of the district.

The appropriate scale of housing, employment and retail development to be achieved in Other Villages and the Countryside is set out in Table 1, which should be considered to form part of this strategic policy.

Policy Context and Evidence Base		
Objective	All except Obj 7	See Section 2
National Policy	PPS 1, 7, 9, 22, 25 PPG 15, 16, 20	See Appendix 2 for titles
Regional (RSS) Policy	SS1, SS4, SS9, E6, H3	See Appendix 3
Evidence Base	Most documents	

Table 1 Scale of Development in Key Service Centres, Local Service Centres, Other Villages and the Countryside (SP11 and SP12)

Housing	Employment	Retail
Key Service Centres		
<p>Allocations in the form of:</p> <ul style="list-style-type: none"> Minor extensions to some villages to meet local needs <p>Within the defined physical limits, development in the form of:</p> <ul style="list-style-type: none"> Modest estate-scale development where consistent with scale and character Groups Infill <p>Affordable Housing provision:</p> <ul style="list-style-type: none"> Two thirds of each new housing allocation One in three units in all other developments of 3 units or more in size 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		
<p>Within the defined physical limits development as appropriate in the form of:</p> <ul style="list-style-type: none"> Groups and/or Infill <p>Affordable Housing provision</p> <ul style="list-style-type: none"> One in three units in all housing developments of 3 units or more in size; 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		
<p>No physical limits and no development other than:</p> <ul style="list-style-type: none"> Agricultural workers Conversions Affordable housing to meet agreed and evidenced local need and where there is an aspiration in a parish plan to become a sustainable settlement 	<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>
Countryside		
<p>No development</p> <p>Exceptions:</p> <ul style="list-style-type: none"> Infilling of clusters well related to sustainable settlements Agricultural workers Conversions 	<p>Employment where it does exist is predominantly linked to agriculture or forestry.</p> <p>Farm diversification schemes and tourism uses may be appropriate.</p>	<p>Where no provision currently exists this situation is unlikely to change.</p> <p>Farm shop or similar.</p>

THE COASTAL ZONE

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

- The Area of Outstanding Natural Beauty and Heritage Coast
- Areas of international wildlife importance
- Areas fragile to the impact of climate change through flooding and coastal erosion
- The international Port of Felixstowe
- A local fishing industry
- An agricultural economy
- The Sizewell nuclear power station
- The seaside resorts of Felixstowe and Aldeburgh
- Local settlements, some of which are isolated or remote from local services

3.117 The preferred Strategy for the Coastal Zone, and the only one considered, is one whereby:

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

3.118. One method of enabling the above, in addition to the policies of this Core Strategy, is by way 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.

Strategic Policy SP13 - The Coastal Zone

In the coast and estuarine areas of the District, in recognition of the need for a sustainable approach to addressing climate change and coastal processes:

- (a) **Development will not occur that would conflict with the adopted Shoreline Management Plan and estuary Management Plans endorsed by the local authority (unless it conforms to b) below);**
- (b) **Investment will be encouraged and facilitated if it contributes to greater safeguarding of property from flooding or erosion and/or it enables the area and pattern of development to adapt to change, providing that it is part of a multi-agency planned approach to the on-going management of that area * and consistent with the Strategy for the Environment; and**
- (c) **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.**

Note: the local authorities, the Environment Agency, Natural England and the Regional Development Agency are committed to developing an integrated approach to the management of the coastal areas of Suffolk

Policy Context and Evidence Base		
Objective	Obj 1, 11, 13	See Section 2
National Policy	PPS 1, 25 PPG 20	See Appendix 2 for titles
Regional (RSS) Policy	SS9, WA24	See Appendix 3
Evidence Base	All documents relating to the coast	

MOVEMENT

TRANSPORT PROVISION

- 3.119 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.
- 3.120 Therefore, the basis of the transport strategy is to promote more sustainable transport choices for people. Although parts of the district are rural and alternative modes are not available the overall aim should be to encourage the use of transport modes other than the car. New development that is likely to generate significant journeys in terms of numbers and lengths should be sited in locations that are well served, 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 which all act as transport hubs. This also forms the basis of the Settlement Hierarchy.
- 3.121 In general the Council will seek to improve pedestrian and cycling networks in the district, not only in respect of access to jobs and shops but also the countryside (including equestrian facilities), green space and recreational facilities. Multi-user routes will be supported.
- 3.122 However, the diverse nature of Suffolk coastal is a particular challenge for transport delivery. The northern part is predominantly rural with the population living in towns and villages that increasingly act as dormitory settlements. Detailed policies for these areas need to reflect the facts that:
- Facilities are dispersed and employment opportunities may be distant; and
 - Many people do not have access to a car
- 3.123 The southern part of the district is more densely populated and transport issues relate to the movement of people between residential, employment and commercial centres. The links to Ipswich and Felixstowe, as major employment centres, are important for accessibility to jobs and services.
- 3.124 Therefore, the reliance on the car in some circumstances is recognised. Given that it is not the highway authority, the District Council is only able to reflect this in its detailed land use planning such as:
- The inclusion of improvements to the road network as an element in the infrastructure network required to support new development; and
 - The application of standards on such subjects as car parking provision.
- 3.125 Option:
In respect of the latter, the Council has options. One is to apply a uniform parking standard across the district. Such an option does not enable the most efficient use of land in areas well served by public transport such as town centres where a proportion of the site does not need to be devoted to the motorcar. It also fails to recognise the needs of rural areas where one (or more) cars may be essential. The alternative is one whereby the level of parking provision required for new development will be linked to the accessibility of the local area. This will mean a differential approach to parking standards within the district. This runs the risk of being confusing to planning applicants and the public.
- 3.126 The District Council can also act as a partner in the devising of policies for the network, as well as the custodian of the environment. This is particularly appropriate to issues of accessibility and the current debates around the A12 and A14.

ACCESSIBILITY

- 3.127. Ensuring effective transport links within the rural parts of the district is highlighted in the chapter within the Core Strategy relating to Community Well-Being.
- 3.128 In addition, links to Ipswich are also considered important given its role as a regional centre. The establishment of such links will require effective joint working between the District Council, County Council and adjoining authorities if a high quality, reliable network is to be achieved.
- 3.129 The market towns already act as transport hubs that act as feeder networks serving the surrounding areas.

It is also important that these provide effective links to Ipswich and ultimately to other parts of the Haven Gateway sub-region, the region and the rest of the country. Important to the network is the East Suffolk rail line with stations at Westerfield, Woodbridge, Melton, Wickham Market (sited at Campsea Ash), Saxmundham and Darsham. The Council will work in partnership with relevant authorities and agencies to help improve services on this line.

- 3.130 Also important to the district are the freight and passenger connections to Felixstowe. In this respect the Council supports the improvements to the rail network that facilitate increased freight movement to and from the port by rail.
- 3.131 Given the importance of accessibility across the District alternative variations of a strategy have not been considered.

Strategic Policy SP14 – Accessibility

The District Council will work with neighbouring authorities, the highway authority and transport providers to enable improved connectivity within, into and out of the district. This will centre on identifying and improving the key transport links, notably those that provide accessibility to essential services, places of education, employment and leisure opportunities. In particular:

- (a) **Bus routes and services between the rural communities and the key service centres;**
- (b) **Bus routes and services into and between the towns;**
- (c) **Bus and rail routes between the market towns and Ipswich and Lowestoft;**
- (d) **Accessibility of rail stations and facilities at rail stations for cars and cycles;**
- (e) **Transport connections to Stansted airport; and**
- (f) **Transport connections to Felixstowe Port, including the increased use of the rail network for the transfer of freight.**

Fully integrated transport interchange facilities will be encouraged at railway and bus stations, the facilities to be provided depending upon the individual circumstances of each interchange. Land adjacent to railway and bus stations will be protected from development that may prejudice the provision of interchange facilities.

Policy Context and Evidence Base		
Objective	Obj 1. 8, 13	See Section 2
National Policy	PPS 1 PPG 13	See Appendix 2 for titles
Regional (RSS) Policy	SS1, T1, T2, T7	See Appendix 3
Evidence Base	Local Transport Plan	

THE A12 AND A14

- 3.132 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 (including that of Lowestoft to the north) but journey times are hampered by stretches of single carriageway and reduced speed limits. 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 bypass”) where the road is particularly narrow and twisting with buildings located very close to the road line.
- 3.133 The Council’s preferred approach is to support, in general principal, the upgrading of this route, given its importance to local traffic movements to much of the district, and to 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 fully acceptable in terms of its environmental impact.

- 3.134 Suffolk Coastal does not suffer the congestion problems that an urban authority might face. However, the district does contain part of the urban fringe of Ipswich, including the A12 and A14 trunk road, and there are issues in respect of the capacity of these roads to accommodate further traffic.
- 3.135 In particular, a recent study of the A14 Newmarket to Felixstowe corridor has 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
- 3.136 The Orwell Bridge is of 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 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.
- 3.137 A further study is underway to examine east-west movements across Ipswich and to formulate proposals to increase capacity through management, road improvements or new construction. The outcome of this study, and its implications for an Ipswich northern bypass, will be available for a subsequent review of this Core Strategy.

Strategic Policy SP15 – A12 & A14

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 (including that of Lowestoft to the north) but journey times are hampered by stretches of single carriageway and reduced speed limits.

Subject to conformity with other elements of the Strategy, particularly in respect of the environment, the Council supports the 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.

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.

Policy Context and Evidence Base		
Objective	Obj 4, 8	See Section 2
National Policy	PPS 1 PPG 13	See Appendix 2 for titles
Regional (RSS) Policy	HG3, T1, T10,T11	See Appendix 3
Evidence Base	A14 Corridor Study	

4 STRATEGIC POLICIES

HOUSING

New Housing

- 4.01 The population structure raises a number of issues in relation to meeting housing demand, and in helping to secure the Council's long-term vision for its area. These issues vary in extent between the different parts of the district.
- 4.02 A number of priorities have been identified including providing the right type of housing to attract and enable young people to remain within the district. At the other end of the spectrum, there is a need to address the needs of people as they get older. This may include looking to provide additional sheltered accommodation or smaller, more manageable units.
- 4.03 In addition, it is essential that housing be provided at the right price to enable people to access it. This includes providing a range of general market housing as well as affordable housing i.e. housing provided with some form of subsidy for those people unable to rent or buy at market levels.
- 4.04 Further requirements have or are in process of being identified, to meet more specialist types of accommodation, including that for Gypsies and Travellers.
- 4.05 Option:
No other options are considered appropriate in respect of such an important topic as housing need.

Strategic Policy SP16 – 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 and Travellers. This includes providing housing that will encourage 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.

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS 3, Circular 01/2006	See Appendix 2 for titles
Regional (RSS) Policy	H1, H2, H3, SS1	See Appendix 3
Evidence Base	All housing related documents	

Housing Numbers

- 4.06 The Suffolk Coastal district contains the urban fringe of the county town of Ipswich, the substantial urban area of Felixstowe, five market towns, and around a hundred communities with populations ranging between 25 and 3600. This gives a wide choice about where to locate new housing and in what quantity.

- 4.07 If housing is located in the right places it can bring benefits of:
- (i) Wider choice
 - (ii) Affordable housing
 - (iii) Support for local facilities
 - (iv) A reduction in the number of car journeys; and
 - (v) Less strain on public services
- 4.08 Located in the wrong places and in the wrong volumes there are dangers of:
- (i) Damage to local environments
 - (ii) More car use; and
 - (iii) Isolation
- 4.09 The approach towards deciding where new housing should be distributed involves:
- (i) Assessing how much housing is required
 - (ii) Considering in broad terms how this should be distributed; and
 - (iii) Looking for suitable sites
- 4.10 Each of these steps involves options and choices.
- 4.11 The amount of new housing 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 and identifies a requirement within Suffolk Coastal of 10,200 new houses between the years 2001 and 2021.

Option:

Reducing the overall provision (in order to reduce the need to make allocations) is not a realistic one.

- 4.12 The RSS apportions the housing requirement between the part of the district within the “Ipswich Policy Area” (IPA) and the part outside of it as 3,200 dwellings and 7,000 dwellings respectively. The IPA includes the borough of Ipswich and parts of the districts of Babergh, Mid-Suffolk and Suffolk Coastal. The town and parishes affected within Suffolk Coastal are Brightwell, Foxhall, Kesgrave, Little Bealings, Martlesham, Nacton, Playford, Purdis Farm and Rushmere St. Andrew.

Option:

Increase the provision in the Ipswich Policy Area and as a result reduce it elsewhere. However, this will reduce the opportunities to make local allocations elsewhere in the District in order to provide affordable housing or address local circumstances. It is not, therefore, the preferred option.

- 4.13 The Core Strategy is not expected to be adopted until 2010. In order to accord with Government advice and provide for a 15-year supply of land extending to 2025 the requirement to 2021 has been increased by the continuation of the proposed annual rate of construction. This approach accords with the advice set out in the RSS.
- 4.14 In addressing the overall, housing requirement, consideration needs to be given to the sources of supply. In this respect:
- (i) An attempt has been made to estimate the potential for development within the main urban areas, market towns and larger villages. This potential consists of such sites as vacant land, redundant employment sites, redevelopment, and intensification of existing sites (“infill”), etc. It is on the whole site specific and based on fieldwork carried out in 2007 as an “Urban Capacity Study” and updated in 2008;
 - (ii) There are a significant number of outstanding planning permissions, some of which may be under construction. A large proportion is situated on the edge of Ipswich. A discount of 10% has been applied; and
 - (iii) Windfall is the occurrence of development that cannot be predicted. Government advice is that an over-reliance must not be placed on windfall in meeting identified housing requirements. Other than in respect of infilling in (ii) above it has, therefore, been excluded as a source of supply until the final 5 years of the plan period although its occurrence will be monitored.

Option:

Increase the allowance for 'small sites', thereby reducing the requirement to make allocations. Although this has the advantage of reducing the likelihood of 'greenfield' land being developed for new housing, it does introduce uncertainty. The small sites occur in an ad hoc manner; they are by their very nature unpredictable, hence the use of the term "windfall". Given the new emphasis on sustainable development there can be no assurance that past rates of occurrence in the many villages in the district will continue at the same rates. The development industry, the local communities and the government will expect the Local Development Framework to be positive in its provision of housing to meet identified needs. Therefore, this is not considered as a realistic alternative option.

- 4.15 The Council estimates that from the sources listed above provision can be identified for approximately two thirds of the total housing requirement. The remaining third will require positive provision in the Local Development Framework, through:

Brownfield allocations - sites to be identified on land that was previously developed. This could include current or vacant employment sites for example; and
Greenfield allocations - sites that were not previously developed. These could occur within urban areas (e.g. redundant playing fields, allotments or vacant overgrown plots) or outside such areas (such as farmland).

Strategic Policy SP17 – Housing Numbers

The Core Strategy will make provision for the following levels of development to be created in the period 2008 to 2025.

	Ipswich Policy Area	Rest of District	Total
Outstanding Planning Permissions	420	1360	1780
Urban Capacity	180	850	1030
Small Sites	230	1090	1320
Allocations in existing Local Plan	0	270	270
New Allocations	1050	2260	3310
Total New Housing 2008 to 2025	1880	5830	7710
Per annum	100	330	430

all figures are rounded

Policy Context and Evidence Base		
Objective	Obj 2	See Section 2
National Policy	PPS 1, 3	See Appendix 2 for titles
Regional (RSS) Policy	H1, HG1, SS1	See Appendix 3
Evidence Base	All housing related documents including Urban Capacity Study 2007, Housing Land Availability 2008, SHLAA (forthcoming), SHMA (forthcoming); Suffolk Cross Boundary GTAA	

Housing Distribution

- 4.16 Having determined the amount of new housing, the next stage in the process is to consider its broad spatial distribution – where will it be located? Such consideration is influenced by a number of factors including national policy guidance, particularly Planning Policy Statement 3 (PPS3) on Housing, the Regional Spatial Strategy, an understanding of the settlement pattern and hierarchy, and the results of public consultation.
- 4.17 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 settlement or group of settlements functions is required; and
 - (v) The quality and character of the rural areas should be protected.
- 4.18 The role of the Core Strategy is to translate these principles to the local level. It has done this through the Settlement Hierarchy, which identifies a range of settlement types throughout the district, and considers the potential within the higher order settlements of Major Centres and Towns (see section Spatial Planning).
- 4.19 In addition, the Council is committed to addressing the acknowledged decline currently being experienced in Felixstowe. With the recent acquisition of “Growth Point Status” for the Haven Gateway sub-region, which in Suffolk Coastal includes much of the district, the emphasis will be on creating the infrastructure required to support the levels of growth proposed in the RSS. There is also the likelihood that housing requirements will be increased in the longer term.
- 4.20 In considering the Options the following are important:
- (i) The RSS is quite clear in terms of identifying a specific number of houses to be located within the Ipswich Policy Area.
Option:
Although the alternative option of locating all the Suffolk Coastal housing growth there has been considered, it has been dismissed as being inconsistent with the Regional Plan. Another alternative option of dividing housing growth equally between the Ipswich Policy Area and the other major centre of Felixstowe has been appraised despite the same inconsistency, but considered to prevent sustainable development elsewhere in the district (iv and v below);
 - (ii) Felixstowe is acknowledged to be a major employment centre and should be considered as a potential location for a significant proportion of the housing requirements in order to balance housing and jobs;
 - (iii) There are also other social and economic benefits of locating new housing at Felixstowe;
 - (iv) The towns within the Suffolk Coastal district – Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge – perform important functions and, subject to the ability to identify suitable sites, would benefit from additional modest allocations of new housing in order to support local services and redress population imbalances;
 - (v) The larger villages might enjoy similar benefits.
Option:
Their inclusion as recipients of modest housing, particularly for local need, is the preferred one rather than limiting the housing growth to major centres and towns;
 - (vi) There is a need for affordable housing across the district;
 - (vii) At Leiston, the need to have regard to the nuclear safeguarding zone associated with the power
 (viii) Feedback from public consultation suggested that development should be spread across the district but that the largest concentrations should be at the larger urban centres.
- 4.21 In respect of (iii) above, the Council gives considerable weight to the findings of the Felixstowe Study by David Lock Associates.

Strategic Policy SP18 – Housing Distribution

Land for new housing will be distributed in accordance with Table 2 with allocations of new development being made on the basis of the following principles:

- (a) In the Ipswich Policy Area in order to meet the strategic housing needs of the district;
- (b) At the major centre of Felixstowe (and key service centres of Trimley St Martin and Trimley St Mary) in order to meet the strategic housing needs of the district;
- (c) In the selected towns of Leiston and Woodbridge (with parts of Martlesham and Melton) on a scale commensurate with the size of the town and having regard to environmental and other constraints (see below); and
- (d) In selected key service centres for a combination of open market and affordable housing.

New housing will be phased in order to ensure a continuous supply of housing land and to link residential development with employment growth.

Policy Context and Evidence Base		
Objective	Obj 4, 8	See Section 2
National Policy	PPS 3	See Appendix 2 for titles
Regional (RSS) Policy	H1, HG1, SS2, SS3, SS4	See Appendix 3
Evidence Base	All housing related documents including Urban Capacity Study 2008 Housing Land Availability 2008, SHLAA (forthcoming), SHMA (forthcoming), and David Lock Study	

The Identification of Housing Sites

4.22 In respect of the Ipswich Policy Area the spatial strategy identifies a preferred option of extending the built-up area eastwards (see Spatial Strategy Section). Within this area and in respect of Felixstowe (with Walton and the Trimleys) and the Towns the actual sites that are allocated to meet the requirements and conform to the spatial strategy will be the subject of separate consultation and set out in a separate Local Development Document(s). In broad terms, these choices will be identified in a structured way having regard to the principles of sustainable development and sustainable communities:

- (i) Priority should be given to previously developed (brownfield) land in preference to greenfield land;
- (ii) The avoidance as far as possible of prime agricultural land for essential food production;
- (iii) Where development has to take place outside urban areas the most sustainable option should be considered; and
- (iv) There should be a systematic approach to assessing the development potential of sites.

4.23 The criteria to be used in the identification of sites will include:

- (i) Compliance with the Regional Spatial Strategy
- (ii) Proximity to areas of employment
- (iii) Proximity to community infrastructure, notably schools
- (iv) Public transport to town centres
- (v) Landscape issues
- (vi) Impact on areas of wildlife importance
- (vii) Impact on the identity of individual settlements
- (viii) The local need for affordable housing
- (ix) Strategic flood risk; and
- (x) Potential impact on commuting patterns

	East of Ipswich	Rest of District	District Total
Ipswich Policy Area			
Outstanding planning permissions ¹	420	-	
Urban potential	180	-	
Allocations	1,050	-	
Felixstowe and Trimley Peninsula			
Outstanding planning permissions ¹	-	160	
Urban potential	-	260	
Allocations	-	1,660	
Aldeburgh			
Outstanding planning permissions ¹	-	70	
Urban potential	-	50	
Allocations	-	0	
Framlingham			
Outstanding planning permissions ¹	-	110	
Urban potential	-	150	
Allocations	-	0	
Leiston			
Outstanding planning permissions ¹	-	90	
Urban potential	-	70	
Allocations	-	200	
Saxmundham			
Outstanding planning permissions ¹	-	80	
Existing Local Plan Allocation (East of Fromus)	-	150	
Urban potential	-	100	
Allocations	-	0	
Woodbridge (with parts of Melton & Martlesham)			
Outstanding planning permissions ¹	-	320	
Urban potential	-	40	
Allocations	-	200	
Key Service Centres			
Outstanding planning permissions ¹	-	250	
Existing Local Plan Allocation (Rendlesham)	-	120	
Urban potential	-	180	
Allocations	-	200	
Local Service Centres & Villages			
Outstanding planning permissions ¹	-	280	
Urban potential	-	0	
Allocations	-	0	
Total Provision			
Small Sites ²	230	1,090	1,320
Outstanding planning permissions ¹	420	1,360	1,780
Existing Local Plan Allocations	0	270	270
Urban potential	180	850	1,030
Allocations	1,050	2,260	3,310
	1,880	5,830	7,710

Footnotes:

Base date for all figures is 01/04/2008. All Figures have been rounded

¹ discounted by 10% to account for development that may not materialise;

² extrapolation of annual consents 2002-2007 but discounted in anticipation of reducing opportunities

Five Year Land Supply

- 4.24 Government guidance requires that Local Planning Authorities through their development plans must maintain a 5-year supply of land. There is, therefore, no option other than to ensure such provision. Based on recent rates of construction however, the Council is satisfied that the preferred options set out above offer sufficient flexibility to comply with government guidance. This is because a high proportion of the initial five-year tranche comprises outstanding planning permissions, much of which consists of large estates under construction.
- 4.25 However, it is expected that such developments will be built out towards the end of 5 years and will need to be replaced by some of the allocations unless the sources of land in urban locations continues to supply the house-building industry. This will need to be monitored. It is expected that in practice new development will be provided on a mix of brownfield and greenfield sites.

Affordable Housing

Definition

- 4.26 Affordable housing in this Core Strategy is defined as following. This is extracted from the national planning policy Planning Policy Statement 3 (PPS3) on Housing.

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

- 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.
- 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.’ ”

General Strategy

- 4.27 The District Council commissioned a Local Housing Assessment, completed in July 2006. The key points to emerge from this study are:
- (i) Household affordability depends on the relationship between the cost of appropriate local housing and the amount that the household is able to afford;

- (ii) The housing model used identifies an overall net requirement in the next 5 years for 2,335 additional dwellings (at 467 dwellings per year this equates reasonably well with the expectation of the Regional Spatial Strategy);
- (iii) The net requirement is attributable to a net gain of 2,500 households through migration coupled with an indigenous decline of 200 households (as fewer households form than dissolve);
- (iv) The balance of housing requirements is for 19% social housing, 5% intermediate (i.e. 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.

Based on the proportions arising from the survey, targets can be set for affordable housing in the period 2008 to 2025.

Option:

As the evidence base through the Local Needs Housing Assessment points to a 24% future requirement for affordable housing in the district the preferred option is 24%. Alternatives would include using a 33% or 66% policy but this would grossly oversupply affordable housing provision. Further information on how to achieve the affordable housing is included in the approaches to policies SP20 and DC2.

Strategic Policy SP19 – Affordable Housing

Appropriate policies will be formulated in order to achieve 1900 affordable housing units [ie. 24% of total new housing need] across the district in the period 2007 to 2025. This will consist of:

- **1500 social units and**
- **400 intermediate units**

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

Policy Context and Evidence Base		
Objective	Obj 2; 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H2, SS4	See Appendix 3
Evidence Base	Housing related documents including Suffolk Coastal Local Needs Housing Assessment 2007, SHMA (forthcoming), and Housing Strategy	

Allocations in Key Service Centres

- 4.28 One means of achieving affordable housing targets is to be positive in the creation of new housing. Reference has already been made to the benefits of making housing allocations in key service centres, given their prominent role in the Settlement Hierarchy.
- 4.29 The Council proposes to allocate land for new housing development where the emphasis is on the creation of affordable and not open market housing. Therefore, a proportion of the new housing will be affordable units only.

Option:

To maintain that proportion at one unit in every three, as applied by the Council for a number of years, or to increase it to two units. Both are sustainable and beneficial options but the latter is preferred in order represent a more proactive approach to the creation of affordable housing.

Strategic Policy SP20 – Allocations in the Key Service Centres

Modest allocations of land for new housing will be made in the settlements defined as key service centres. The primary aim of these allocations is to enable the provision of affordable housing to meet local needs.

The size of each allocation will be related to the size of the settlement concerned. The site must be within or well related to the physical limits boundary and satisfy other policies in respect of location, design, access etc.

Of the units provided one in three will be permitted for open market housing. The remaining two will be for affordable housing for either / or a combination of social rented or shared ownership depending upon the local need. The affordable housing must be made available for local people in perpetuity.

The site can be combined with one to create local community facilities such as a village hall, allotments, play space, cemetery etc

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H2	See Appendix 3
Evidence Base	All housing related documents including Suffolk Coastal Local Needs Housing Assessment 2007, SHMA (forthcoming)	

THE ECONOMY

ECONOMIC DEVELOPMENT

The Need for New Jobs

- 4.30 The East of England is one of the fastest growing regional economies in the UK. Within it, the Haven Gateway Sub-Region 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. This includes Ipswich, part of whose economic growth will be in Suffolk Coastal. One source of this will be at Martlesham Heath where BT is one point on an ICT corridor stretching to Cambridge and identified in EEDA's Regional Economic Strategy as such. Felixstowe Port, also within the Haven Gateway sub-region, is the biggest container port in the country and is planned to grow substantially, requiring good rail and road links.
- 4.31 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 must be well related to these areas.

Option:

Martlesham Heath and the Port are, therefore, identified as strategic employment areas of regional significance. An alternative option was to similarly identify land adjacent to Ransomes Europark as such but, given that the Europark is within an adjacent authority and there are environmental issues this is not preferred. However, its strategic significance is recognised.

- 4.32 A strategic employment study carried out in 2005 confirmed that within the Suffolk Coastal District Council area, 8.5 hectares land can easily be identified in order to contribute 8000 new jobs to the requirement for the Haven Gateway sub-region to the period to 2021 as set out in the Regional Spatial Strategy. The vast majority of that land is of medium or good quality. This provision will occur on land:

- (i) Currently vacant within the Martlesham Heath Business campus;
- (ii) Currently vacant adjacent to the Port of Felixstowe;
- (iii) By the creation of a ICT Park - Innovation Martlesham - at Martlesham Heath;
- (iv) Forming a strategic proposal for additional development at Nacton (Ransomes Europark)
- (v) Currently vacant on General Employment Areas across the district;

4.33 In addition, there is potential:

- (i) As a result of a reconfiguration of Adastral Park;
- (ii) Forming parts of strategic allocations of land for housing;
- (iii) As a result of regeneration initiatives; and
- (iv) Occurring as a result of conversions in rural locations

4.34 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 rail lines within the District and upgrading the A12 must be encouraged (see Transport).

4.35 Notwithstanding the presence of BT and the Port of Felixstowe 70% of the businesses in the District employ 5 people or less (UK Business: Activity, Size and Location – 2006). 29.96% of businesses are Knowledge-based which is above the Suffolk average.

4.36 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. One means of achieving this is to ensure that adequate land and buildings are available. One source is through the identification of new areas for employment uses. These will be identified in the Site Specific Allocations Local Development Document.

4.37 Another source are those sites that are in existence now and which 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 SP21 – Employment Land

The Core Strategy will make provision for at least 8.5 hectares of employment land within the district, creating at least 8000 new jobs as a contribution to the Regional Spatial Strategy requirements for the Haven Gateway sub-region.

Two areas are identified as Strategic Employment Areas. These have a regional significance and the Council will support the retention, expansion and consolidation of these areas subject to conformity with the remainder of the strategy:

- 1. Felixstowe Port; and**
- 2. Martlesham Heath Business Campus, including Adastral Park**

In respect of Martlesham Heath the opportunity is available to create a high-tech business cluster and this will be supported.

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 Specific Local Development 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 Local Employment Areas exist. These are too numerous to identify in the Core Strategy but this should not be interpreted as undervaluing their significance to the local economy.

Policy Context and Evidence Base		
Objective	Obj 4, 7	See Section 2
National Policy	PPG4	See Appendix 2 for titles
Regional (RSS) Policy	E2,E3, HG1, HG2	See Appendix 3
Evidence Base	All employment related documents including Employment Land Availability 2008, DTZ Employment Study, Port Land Study	

The Market Towns and Rural Areas

- 4.38 Although, overall, the economy in Suffolk Coastal is strong, one of the key issues is to ensure wealth is created more widely throughout the District. In particular there are weaknesses in some rural areas. 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.
- 4.39 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.
- 4.40 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 countryside is also a dynamic environment that is to be protected for its own sake.
- Option:*
To place greater weight on its protection but this fails to recognise the economic and social aspects and is not entirely sustainable.
- 4.41 Therefore, the preferred strategy and a key element of the plan will be to ensure that opportunities to maximise the economic potential of the rural areas, particularly where this will secure employment locally, are supported. 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.

Strategic Policy SP22 – 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;
- Encouraging small-scale farm and rural diversification enterprises which are compatible with objectives in respect of the environment and sustainability;
- Supporting agriculture; and
- Expanding the tourism offer where it is compatible with the objectives in respect of the environment

Policy Context and Evidence Base		
Objective	Obj 4, 5, 6, 7	See Section 2
National Policy	PPS7, PPS22, PPG4	See Appendix 2 for titles
Regional (RSS) Policy	E2,E3, HG1, HG2	See Appendix 3
Evidence Base	All employment related documents including Employment Land Availability 2008, DTZ Employment Study	

Regeneration

- 4.42 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 mitigate the effects of such changes and encourage initiatives to introduce new employment-generating activities or diversify local economies.

Strategic Policy SP23 – Regeneration

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

- (a) The rural areas, largely as a result of the decline in the agricultural economy;
- (b) The town of Leiston, where the decommissioning of Sizewell A nuclear power station has added to the impact of the decline in local engineering;
- (c) 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
- (d) The resort of Felixstowe, largely a result of changing holiday patterns

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

Policy Context and Evidence Base		
Objective	Obj 4, 5, 6, 7, 13, 14, 15	See Section 2
National Policy	PPS3; PPS6, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E2, E3 HG1, HG2 SS9	See Appendix 3
Evidence Base	All documents relating to regeneration including Employment Land Availability 2008, DTZ Employment Study, David Lock Study	

Tourism

- 4.43 The variety of the environment within the district, its history and culture enable it to appeal to a variety of tourist markets ranging from day visitors, short breaks and traditional summer holiday type uses. It is within easy reach of large sections of the population in the southeast and Midlands. The opportunity also exists to raise the profile of the area as a place to visit for foreign tourists linked with the 2012 Olympics as few visit the area at present. Improving the tourism potential of Felixstowe is seen as an important element in achieving the regeneration of the town. Increasingly, the district is also seen as an area attractive to second homeowners.
- 4.44 The tourism appeal of the district to the west of the A12 receives less attention but to the east has resulted

in significant adverse impacts on the host communities. Also, due to the soft nature of the coastline, erosion and risk of flooding have presented a continual threat in some areas.

- 4.45 Improving the tourist offer 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. 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.
- 4.46 The preferred approach is to apply a discerning 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 created earlier. This has the ability to balance the advantages of tourism to the economy and the disadvantages of impact on the environment.
- 4.47 Option:
To pursue a policy whereby individual proposals are assessed in respect of their impact on the environment and local communities. The outcome would most likely be one whereby all proposals are resisted in sensitive areas such as the area of outstanding natural beauty. Such a strategy would be sweeping in its application and fail to apply sustainability criteria.

Strategic Policy SP24 – Tourism

The district of Suffolk Coastal will consist of distinct areas where proposals for tourism-related development will be determined by their capacity to absorb new development and additional visitors.

The areas are:

- (a) The resort of Felixstowe, 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 AONB. Development will be restricted to conversions and improvements/minor extensions to existing facilities 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 may be permitted close to settlements that offer a range of facilities; 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.

Where necessary the Council will support the introduction of local management solutions to the problems created by tourism.

Policy Context and Evidence Base		
Objective	Obj 5, 6, 7, 10, 11	See Section 2
National Policy	PPS7, PPG20, Good Practice Guide on Planning for Tourism	See Appendix 2 for titles
Regional (RSS) Policy	E6; SS9	See Appendix 3
Evidence Base	All documents relating to tourism including David Lock Study	

Retail and Retail Centres

- 4.48 The district is supported by a number of retail centres. These are:
- Towns and market towns (Felixstowe and the five market towns Aldeburgh of Framlingham; Leiston Saxmundham and Woodbridge); and
 - District and local centres in the villages throughout the area
- 4.49 In addition, the population is served by substantial out-of-town retail stores and centres at Martlesham and Purdis Farm. Beyond the district boundaries the retail pattern is influenced by:
- Major retail centres – Ipswich and Norwich
 - Regional Centres – Lowestoft and Bury St Edmunds
- 4.50 National and regional policy guidance requires Local Authorities to identify the retail needs of their area and devise a retail hierarchy to accommodate it reflecting, for each centre, both their current and future roles. It acknowledges that this may include the expansion or managed contraction of centres.
- 4.51 A retail study carried out in 2003 and updated in 2008 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. Additional capacity has been assessed for the period to 2021; the extension of this to 2025 (the period of the Core Strategy) will be carried out in the next review. The proposed additional capacity is set out in Table 3.

Table 3 Retail Capacity

Capacity for New Retail Floorspace (sq.m.net)						
	Convenience Floorspace			Comparison Floorspace		
	2013	2018	2021	2013	2018	2021
Aldeburgh	-99	-89	-78	79	170	238
Framlingham	120	180	227	150	321	451
Felixstowe	1050	1215	1332	1592	3406	4700
Leiston	533	597	344	278	596	830
Saxmundham	742	869	971	204	440	623
Woodbridge	423	526	610	1220	2637	3743

- 4.52 The Local Development Framework will enable the creation of this additional floorspace through:
- Allocations in the Site Specific Allocations and Policies Local Development Document;
 - The granting of planning permission for specific proposals (having regard to national policy contained within Planning Policy Statement 6 on Town Centres, as well as this Core Strategy; and
 - Area Action Plans.
- 4.53 This will occur within the framework established by the current retail structure outlined in paragraph 4.48 above.
- 4.54 Research undertaken both within the region as a whole and within the district did not identify any need for major change to the retail structure within the district to meet existing need. Emphasis within this part of the region 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. No need has been proven requiring a new retail centre to be provided.

Option:

Consideration was given to a possible expansion of the retail park at Martlesham. This was rejected on sustainability grounds, including potential adverse impact on Woodbridge town centre and increased journeys by car.

Strategic Policy SP25 – 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:

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

The boundaries of town and district centres will be defined in the Site Allocations Local Development Document.

Policy Context and Evidence Base		
Objective	Obj 5, 7	See Section 2
National Policy	PPS6	See Appendix 2 for titles
Regional (RSS) Policy	E5, SS6	See Appendix 3
Evidence Base	All documents relating to retail including the Retail Study 2003 updated 2008	

THE ENVIRONMENT

Design

- 4.55 The acknowledged quality of the district's built and natural, environments 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 control 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.
- 4.56 Artists can play a significant role in shaping the district. 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. 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.

Biodiversity and Geodiversity

- 4.57 Biodiversity means the variety of life forms, ecological roles they play, and the genetic diversity they contain. Biodiversity is important in Suffolk Coastal because of the extent and range of sites and habitats in the District

as set out in Table 4 below. These are of international/national importance (Special Protection Areas, SSSIs, Special Areas of Conservation and Ramsar) and also 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 4 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)

- 4.58 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 recognised that a national plan could only be implemented successfully if it was delivered at the local level. In Suffolk a working party was formed to prepare a Suffolk Biodiversity Action Plan. 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.
- 4.59 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.
- 4.60 The Council is duty bound to afford protection to areas designated for their wildlife and geodiversity interest, with the highest levels of protection going to those areas of international and national importance. 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 stage where development will, wherever possible, avoid such areas if impact is deemed to be significant and mitigation measures are impractical.
- 4.61 Overall, the only strategy considered for biodiversity and geodiversity will be for them to be protected and enhanced using a framework based on a network of:
- (i) Designated sites (international, national, regional and local)
 - (ii) Corridors and links
 - (iii) The rivers, estuaries and coast; and
 - (iv) Habitats and species identified in the Suffolk Biodiversity Action Plan

Strategic Policy SP26 – Biodiversity and Geodiversity

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

- **Designated sites**
- **Corridors and links**
- **The rivers, estuaries and coast**
- **Other identified habitats 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 will be implemented. The Strategy will also be to contribute to regional targets through the restoration and creation of new priority habitats.

Policy Context and Evidence Base		
Objective	Obj 10, 14	See Section 2
National Policy	PPS9	See Appendix 2 for titles
Regional (RSS) Policy	SP10, 11, 12; 13	See Appendix 3
Evidence Base	Detailed information relating to the designation of individual sites; Suffolk Biodiversity Action Plan	

The Built Environment

- 4.62 In relation to the built environment, the designation of conservation areas, scheduled ancient monuments 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 and regional policies exist with this aim and these will be applied rigorously.
- 4.63 Each of the 33 conservation areas will be examined in a Conservation Area Appraisal, to be adopted as Supplementary Planning Documents. The Council will also strive to maintain a register of listed buildings at risk and action will be taken against owners where appropriate.
- 4.64 Issues where detail is important when considering development proposals will be addressed in general development control policies.

Landscape and Townscape

- 4.65 The district contains a variety of landscape types, all of which contribute to the quality of its environment. The Coastal Heaths and Heritage Coast areas are designated as being of national importance. To amend these boundaries is outside the Council's remit and there is no intention on the part of Natural England to change them. The district does, however, contain other land that is designated at the county level as being important for its landscape value – the Special Landscape Area (SLA).
- 4.66 *Option:*
Retain this designation (and even expand or reduce the areas covered by it). The preferred approach is to replace these local designations with generic guidance contained within **landscape character assessments**. A landscape character assessment of the district is currently being undertaken as part of a wider countywide assessment. Landscape character assessments recognise 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.
- 4.67 The information and guidance contained in the Landscape Character Assessment will be used to supplement the continuing landscape policies as and when it becomes available and has been adopted by the Council. 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. Until the Landscape

Character Assessment is complete, the Special Landscape Area boundaries will continue to apply and these will be set out in the Site Specific Allocations Local Development Document.

- 4.68 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 important. 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.

Strategic Policy SP27 – Landscape and Townscape

The policy of the Council will be to identify the various landscape character areas that exist within the district and then to protect and enhance those areas either through opportunities linked to development or through other strategies. The promotion of local distinctiveness will always be encouraged.

In this respect the valleys and tributaries of the Rivers Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore and Yox, and the Parks and Gardens of Historic or Landscape Interest are considered to be particularly significant.

This strategy will extend to towns and villages where sites, gaps, gardens and spaces which make an important contribution to a particular location in their undeveloped form will be protected and identified where known.

Policy Context and Evidence Base		
Objective	Obj 7, 10, 11	See Section 2
National Policy	PPS9	See Appendix 2 for titles
Regional (RSS) Policy	ENV2 ENV6, ENV7	See Appendix 3
Evidence Base	All relevant documents where landscape or townscape assessment has been undertaken including Landscape Character Assessment; conservation area appraisals; parish plans	

Climate Change

Energy

- 4.69 The UK is committed to reducing CO₂ emissions and has set stringent targets of reducing CO₂ in the UK by 20% by 2010 and that by 2010, 10% of electricity is to be from renewable sources with 20% by 2020. Suffolk Coastal District Council also signed the Nottingham Declaration on Climate Change in October 2006. As a signatory the District Council is committed to complying with the Kyoto Protocol (an international treaty signed in 1997 which included a binding commitment to reduce CO₂ emissions) and producing its own climate change strategy for reducing CO₂ and other green house gas emission.
- 4.70 The government has estimated that around one third of the country's carbon emissions come from energy generation. It therefore advocates, through Planning Policy Statement 22, the encouragement of schemes that utilise renewable energy resources. This should be in tandem with energy efficiency measures, particularly in new development. This is referred to in strategic policies on design.
- 4.71 The Suffolk Coastal area can contribute towards the generation of renewable energy, most notably through biomass schemes and wind power. The former will generally be supported, subject to the consideration of proposals for associated buildings. In respect of wind power the 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 protect the environmental assets of the area.

Flood Risk

- 4.72 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.
- 4.73 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 arising from flood risk and coastal erosion are different to those of other environmental concerns, in that they can have a direct impact on human health and safety. It is therefore appropriate to raise them separately from other environmental concerns.
- 4.74 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
- 4.75 In order to assist the process of determining where new development should be located, the Council has commissioned a Strategic Flood Risk Assessment to be undertaken. This information will not be available until late 2008, but the information it contains will be used to influence the final choice of development sites and the phasing of their development. Further advice in relation to individual sites the subject of an individual planning application, is already provided by the Environment Agency.
- 4.76 The issue for consideration at the Core Strategy level is the same as that highlighted above, i.e. do the broad scales and location of development take sufficient note of issues relating to flood risk? Is the information currently available, sufficiently robust to enable a realistic approach to assess future development opportunities in advance of the Strategic Flood Risk Assessment reporting?

Coastal Erosion

- 4.77 The Suffolk coast is under threat from the sea and much is defended against erosion. Many of these defences demonstrate the risk of local instability. There is a Shoreline Management Plan in existence and this is being reviewed. This document is important as it identifies those coastal areas such as Dunwich where the coastline is expected to continue to erode.
- 4.78 Emerging from the Shoreline Management Plan review are likely to be areas where “managed realignment” is proposed. This is an approach whereby the natural processes of erosion and deposition are allowed to take place without the need for expensive engineering works. It brings benefits including the creation or re-creation of inter-tidal habitats but may result in the loss of agricultural land and property. It can also have a major effect on current biodiversity. Equally, such re-alignment can result in the loss of valuable property and have a major impact on the economic and social infrastructure of communities. At its worst, it can result in the loss of complete communities.
- 4.79 The Core Strategy will need to take account of any proposals emerging from the review of the Shoreline Management Plan. It may be necessary to ensure that no permanent development is permitted in areas at risk from coastal erosion or inundation by the sea. Specific issues that the Plan might need to address include:
- (a). Requiring schemes to demonstrate that they have had regard to the Shoreline Management Plan;
 - (b) Providing appropriate levels of protection from erosion or flooding for the assets of the area; or
 - (c) Establishing the means by which the social, economic and environmental consequences of erosion/flooding are to be remedied.
- 4.80 A strategy for the coastal zone is referred to elsewhere in this Core Strategy.

Other Pollution

- 4.81 In respect of air pollution the Council has declared one Air Quality Management Area (AQMA) in Woodbridge and is currently working on an action plan to hopefully secure an improvement in the existing situation. Whilst there are no other Air Quality Management Areas identified, there is a potential conflict between siting new development close to the main road and rail 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.
- 4.82 It is considered that other pollution issues such as those relating to noise, odour and light – all of which add to the pressures caused by climate change - can be adequately dealt with under generic development control policies, or other legislation. The Core Strategy policies in relation to the siting and potential change of use of, existing employment sites is particularly relevant in this context.

Strategic Policy SP28 – Climate Change

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

- (a) **Ensuring development minimises the use of natural resources by utilising recycled materials where appropriate, minimises greenhouse gas emissions, incorporates energy efficiency, helps to reduce waste and minimises the risk of pollution;**
- (b) **Encouraging and promoting schemes which create renewable energy where consistent with the need to safeguard residential amenity, the environment and the landscape;**
- (c) **Minimising the risk of flooding and ensuring appropriate management of land within flood plains; and**
- (d) **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 of this Core Strategy.

Policy Context and Evidence Base		
Objective	Obj 2, 11, 15	See Section 2
National Policy	PPS1, 22, 25; PPG20	See Appendix 2 for titles
Regional (RSS) Policy	ENG2, SS1, SS9	See Appendix 3
Evidence Base	All relevant documents relating to climate change topics as listed including Strategic Flood Risk Assessment	

COMMUNITY WELL-BEING

ACCESS TO SERVICES

- 4.83 Pockets of deprivation in some of our rural, coastal and urban areas are often obscured by average district level data and it is therefore important to look beyond the headline statistics to find the true picture. 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 these from small towns, villages or neighborhoods' leads to a significant number

of residents being socially excluded. Lack of services therefore impacts on the vibrancy and cohesion of communities.

- 4.84. Rural isolation for young people 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.
- 4.85 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. 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.
- 4.86 The strategy for access to services falls into three strands:
- (i) 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) To ensure that, wherever possible, homes are not created in locations with poor access to essential services; and
 - (iii) To encourage the retention of appropriate local services including post offices and shops in villages and district centres.
- 4.87 The first strand requires joint working between local authorities and transport providers. Innovative ideas should be encouraged and implemented.
- 4.88 The second is the basis of the Settlement Hierarchy that forms the keystone to spatial planning within this Core Strategy.
- 4.89 The third can form the basis of decision making on planning applications where the threat to an existing service is the issue.

SPORT AND PLAY

- 4.90 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. In particular to meet the needs of younger people, including providing them with opportunities to contribute to the development and delivery of services and activities to meet their needs.
- 4.91 Both the Council, through its corporate strategies, and the Local Strategic Partnership through the Community Strategy, promote the concept of healthy communities. One of the ways of achieving this, and hence an important role for the Local Development Framework, is to ensure the provision of areas for sport and recreation.
- 4.92 Play space can be broken down into the two elements of 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.
- 4.93 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 for older people.

Strategic Policy SP29 – Sport and Play

The development of new, or the improvement, retention and enhancement of existing, sport and recreation facilities for all sectors of the community will normally be supported within the District, particularly where it accords with local requirements and the Leisure And Tourism Strategy of the District Council.

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.

Policy Context and Evidence Base		
Objective	Obj 12, 13, 14	See Section 2
National Policy	PPS7, PPG17	See Appendix 2 for titles
Regional (RSS) Policy	SS1	See Appendix 3
Evidence Base	Audit of Play Space; Leisure and Tourism Strategy	

GREEN INFRASTRUCTURE

- 4.94 It is widely accepted that green open 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. Green space can not only include parks but also open spaces, commons, 'green corridors', and areas of ecological interest over which there is public access.

Strategic Policy SP30 – Green Space

The Core Strategy will provide well-managed access to, and involvement in, green space in and around communities, including the countryside and coast, in order to benefit health, community cohesion and greater understanding of the environment without detriment to wildlife and landscape character.

Developer contributions will be used to fund the creation of green space, subject to its priority in comparison with other elements of community infrastructure.

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

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

Policy Context and Evidence Base		
Objective	Obj 10, 11, 14, 15	See Section 2
National Policy	PPS9, PPG17	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Evidence Base	Primarily the Green Infrastructure Strategy for the Haven Gateway sub-region and other relevant associated documents	

INFRASTRUCTURE

4.95 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 and electricity). 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.

4.96 The main driver of the requirements for infrastructure is the combination of housing and population growth. The main issues in respect of the provision of the necessary infrastructure in order to support that growth are funding and phasing. Key to the provision of appropriate infrastructure will be partnership working with the providers.

4.97 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 Local Development Framework 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.

Strategic Policy SP31– 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 investigation 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.

Policy Context and Evidence Base		
Objective	Obj 1, 2, 4, 7, 12, 13	See Section 2
National Policy	PPS7 Circular 05/05 Planning Obligations	See Appendix 2 for titles
Regional (RSS) Policy	SS1 SS4	See Appendix 3
Evidence Base	Information from service providers	

5 DEVELOPMENT CONTROL POLICIES

INTRODUCTION

- 5.01 This chapter sets out the suite of Development Control 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 control policies, the Council has had regard to the following:
- (i) Government advice to local authorities that development control policies should not repeat what is already contained in national policy in PPSs, PPGs and circulars;
 - (ii) 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 development control. These need not be repeated;
 - (iii) 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 where necessary.
 - (iv) The character of the District and local priorities
- 5.03 For each policy there is:
- (i) an explanatory text which sets out the justification for the policy and relating it, where possible, to the local situation;
 - (ii) a cross-reference to related objectives and strategic policies in this Core Strategy, RSS policies and national policies;
 - (iii) where appropriate, a reference to any evidence base on which the policy is based; and
 - (iv) an explanation as to what alternative policy approaches were considered and why they have not been preferred.

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, 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 those parts of the town/parishes of Kesgrave, Purdis Farm, Martlesham and Rushmere St Andrew that are within the defined 'Town' area. Here, there should be sufficient opportunities within the physical limits to identify suitable sites.

Development Control Policy DC1 – 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:

- 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;**
- 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**
- The site shall be subject to a Legal Agreement with the District Council, which provides for permanent control and management to ensure the retention of proposals for local need.**

Footnotes:

“Market towns” are Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge with part of Melton

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H2	See Appendix 3
Strategic Policy	SP 16, SP17, SP18, and SP19	See Sections 3 & 4
Evidence Base	Suffolk Coastal Local Housing Assessment 2007, SHLAA (forthcoming), SHMA (forthcoming)	

Option:

To restrict individual developments to a maximum number of units, say 12 dwellings.

However, the number of units allowed should be based on how well the scale of the development relates to the setting and the size of the settlement as well as the need.

Affordable Housing on Residential Sites

- 5.06 Lack of affordable housing provision within the district is a major problem. Despite new housing stock being created above required build 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.
- 5.07 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 is fluctuating at around an average of 9 times being the difference between house prices and incomes, endorsed by a Housing Needs Assessment 2007.
- 5.08 The 2007 Housing Assessment identifies an overall new requirement in the next five years for 2,335 additional dwellings. The balance of housing requirements is for 19% social housing, 5% intermediate (i.e. 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.
- 5.09 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):
 - 440 social units (19% of 2335)
 - 120 intermediate units (5% of 2335)

Development Control Policy DC2 – 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.

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H2	See Appendix 3
Strategic Policy	SP 16, SP17, SP18, and SP19	See Sections 3 & 4
Evidence Base	Suffolk Coastal Local Housing Assessment 2007	

Option:

The proportion of affordable housing required from new development to be 24%, the proportion recommended in the 2007 Housing Assessment.

The 24% relates to the total number of dwellings that will come forward in the next 5 years. A large element of these will be on small sites of one or two dwellings where an element of affordable housing is impractical. Therefore, the proportion should be higher than 24%. The current figure of 33½% appears a reasonable one.

Retention of Small Dwellings

- 5.10 Smaller dwellings are suitable to meet both the needs of first time buyers and for older people looking to 'downsize'. This policy will seek to ensure that a range of building sizes and types is retained across local neighbourhoods, and to help meet the needs and requirements of the local community.

Development Control Policy DC3 - Retention of Small Dwellings

Where consent is granted for one and two-bedroomed dwellings in response to identified local need, a condition will be imposed removing permitted development rights for extensions. Only extensions that do not result in the increase in the number of bedrooms will be allowed.

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H2	See Appendix 3
Strategic Policy	SP 16, SP17, SP18, and SP19	See Sections 3 & 4
Evidence Base	SHMA (forthcoming)	

Options:

There are two alternative options that the Council could pursue to address this issue.

(i) *Do nothing.*

This is perhaps the easiest option to pursue, but runs the risk of not achieving the Council's Vision for sustainable communities or working to actively encourage younger people to remain within the District. Under this option, smaller units would continue to be lost but new provision would continue to be provided as new applications are submitted. In those settlements where new provision is likely to be limited this poses a greater potential problem.

(ii) *Apply the policy of retaining smaller dwellings retrospectively.*

This would mean not allowing any extensions on all small properties, not just newly constructed ones. This is not considered to be workable in practice either in terms of its implementation or in terms of "fairness" to those who had bought properties in anticipation of extending them at a later date.

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 will be assessed. This overarching policy first and foremost stresses that such development will be strictly controlled and should to be guided by a recognised need.
- 5.12 The Council intends to have a supplementary planning document on development in the countryside.

Development Control Policy DC4 – 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 promoting sustainable development, 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 PPS7;**
- (b) **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;**
- (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 DC1;**
- (e) **conversions of existing buildings subject to certain controls; and**
- (f) **minor infilling within clusters of dwellings well related to existing sustainable settlements.**

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.

Policy Context and Evidence Base		
Objective	Obj 1 2	See Section 2
National Policy	PPS3, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	SS1	See Appendix 3
Strategic Policy	SP1, SP2, SP12, SP16, SP17, SP18, SP19	See Sections 3 & 4
Evidence Base		

Option:

Not have this policy. However, it is beneficial to relate housing in the Countryside to an overarching policy that complements the Settlement Hierarchy

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 for 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 dwellings or a pair of semi-detached dwellings only. This should be within the cluster and not be visually intrusive. Infilling also prevents the start of ribbon development emerging from an existing cluster

Development Control Policy DC5 – Housing in Clusters

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 may be extended to 300 metres if a footway is present.**

Policy Context and Evidence Base		
Objective	Obj 1 2	See Section 2
National Policy	PPS3, PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP1, SP2, SP12, SP16, SP17, SP18, SP19	See Sections 3 & 4
Evidence Base		

Options:

Another option is to supplement a policy with a sequential approach to development whereby development would only be permitted if it could be demonstrated to the satisfaction of the District Council that:

- (i) There are no opportunities within the main settlement physical limits boundary;
- (ii) There are no appropriate opportunities outside but abutting the main settlement physical limits boundary; and
- (iii) There are no appropriate opportunities within a cluster closer to the main settlement.

Such an alternative approach could prove difficult to implement and be confusing to the public, thereby giving no firm guidance.

HOUSES IN MULTIPLE OCCUPATION

- 5.16 This relates to proposals for rooms, bedsits, and flats which 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 Control Policy DC 6 – 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:

- (a) 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;
- (b) 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;
- (c) 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.

Where parking is required, it will be expected to be to the standard of one space per flat and one space per three bedsits. In circumstances where there is a proven shortage of on-street parking space, additional visitor parking may also be allowed;

- (d) external staircases and large extensions which reduce the amenities of adjoining residents and/or the private amenity space of future residents to an unacceptable degree will not be acceptable; and
- (e) the Council will have regard to the 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.

Policy Context and Evidence Base		
Objective	Obj 2, 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP 16, SP17, SP18, and SP19	See Sections 3 & 4
Evidence Base	SHMA (forthcoming)	

Option:

In respect of (c) require justification for car parking provision in all urban areas.

However, this does not recognise that access to public transport varies within urban areas with town centres locations having greater access to public transport and existing car parks than elsewhere.

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. 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.
- 5.19 The conversion of an outbuilding adjacent to a dwelling that is outside the physical limits of a settlement will be subject to Policy DC14 (rural conversions).
- 5.20 Within the physical limits of a settlement the conversion of existing or erection of new ancillary buildings will only be permitted where they are small in scale, immediately adjacent to the main dwelling and cause no detriment to residential or visual amenity.

Development Control Policy DC7 – 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.

In both circumstances:

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

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H1	See Appendix 3
Strategic Policy	SP 16, SP17, SP18, SP19	See Sections 3 & 4
Evidence Base	SHMA (forthcoming)	

Option:

*Restrict development to an extension to the main dwelling or the conversion of existing outbuildings only
However, this does not permit flexibility to allow for situations where a new building would not have an adverse impact on residential and visual amenity.*

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 and involves an efficient use of land in accordance with 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 Control Policy DC8 – Infilling and Backland Development

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

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

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS1, PPS3	See Appendix 2 for titles
Regional (RSS) Policy	H1	See Appendix 3
Strategic Policy	SP 16, SP17, SP18, SP19, and SP27	See Sections 3 & 4
Evidence Base	SHLAA (forthcoming)	

Option:

None. Required to address the specific nature of this type development which accounts for a significant amount of windfall residential development in the District.

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, however, 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 and 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 would detract from the openness of the landscape and could result in the possible subdivision of the planning unit.

Development Control Policy DC9 – 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) It does not result in a potential visual intrusion of development ancillary to residential use in the countryside;**
- (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.

Policy Context and Evidence Base		
Objective	Obj 10	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP12, SP27	See Sections 3 & 4
Evidence Base		

Option:

None considered. This is a locally important issue given the large number of settlements and high quality environment of the district.

GYPsIES, TRAVELLERS AND TRAVELLING SHOWPERSONS

- 5.25 National guidance indicates that authorities should make provision for sites to meet the identified accommodation needs.
- 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 District

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 there will be a requirement for further pitches, the number of which could potentially be related to housing growth in the District.

- 5.27 Travelling showpeople is 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 Control Policy DC10 – Gypsies, Travellers and Travelling Show persons

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 and/or traveller sites will only be approved in exceptional circumstances.

Proposals will be assessed against the following criteria:

Personal Criteria

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

Site Specific Criteria

In relation to permanent pitch(s):

- (c) 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 dependent(s), sites should be directed to those towns or service centres where these facilities are provided;
- (d) That 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);
- (e) The site is acceptable in terms of highway safety;
- (f) The site is designed so as to minimise visual impact on the surrounding area;
- (g) The site is so designed as to minimises any impact on nature conservation interests within or adjoining the site;
- (h) The site is not liable to flooding;
- (i) No industrial, retail, commercial, or commercial storage activities will take place on the site apart from storage required in relation to a travelling circus;
- (j) That the scale and range of uses proposed within the site are acceptable in terms of their impact on any existing neighbouring uses; and
- (k) Individual sites should not normally exceed 6 pitches

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

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

In the case of temporary 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.

Policy Context and Evidence Base		
Objective	Obj 3	See Section 2
National Policy	PPS3 and Circulars 01/2006 and 04/2007	See Appendix 2 for titles
Regional (RSS) Policy	H3	See Appendix 3
Strategic Policy	SP16, SP17, SP18, SP19, SP27	See Sections 3 & 4
Evidence Base	GTAA	

Option:

Identify sites within the Site Specific Allocations and Policies

However, given the timetable for its preparation and the need to clarify need as well as engage with the traveller community it is appropriate to include a criterion-based policy that accords with the latest government guidance.

THE ECONOMY

PROTECTION OF EMPLOYMENT SITES

- 5.28 It is important to retain in employment use sites that currently make a contribution to local employment. The increasing value of residential building land makes it financially attractive to redevelop sites currently in employment use, particularly for housing. This policy seeks to not only retain an existing use on employment sites, but also looks to provide positive and explicit guidance as to what would be acceptable and what would not.
- 5.29 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 Control Policy DC11 – Protection of Employment Sites

Consent 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 permitted unless:

(a) the applicant has clearly demonstrated there is no demand for:

- i. the retention of all or part of the site for employment use within the same use class;
- ii. a mix of employment uses; or
- iii. 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.

Proposals for 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.

Policy Context and Evidence Base		
Objective	Obj 4, 7	See Section 2
National Policy	PPG4, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E2	See Appendix 3
Strategic Policy	SP19, SP21, SP22,	See Sections 3 & 4
Evidence Base	Employment Strategy, state of the District report	

Option:

Continue with existing saved policy. Under this policy, sites are encouraged to remain in employment use unless their loss would not cause or accentuate a significant shortfall in employment land, or there would be a substantial planning benefit in permitting alternative uses. It excludes the consideration of mixed uses. While this policy has been reasonably successful, its guidance is limited.

WAREHOUSING AND STORAGE

- 5.30 The presence of the A12 and A14 Trunk Roads 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 network (the A12 and A14 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 Control Policy DC12 – Warehousing and Storage

Proposals for warehouses and storage depots, and for container compounds and handling areas, will be restricted to areas identified in the Local Development Framework 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 proposals required for local distribution purposes but only in locations well related to the primary route network.

Policy Context and Evidence Base		
Objective	Obj 4	See Section 2
National Policy	PPG4, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E2	See Appendix 3
Strategic Policy	SP21, SP22	See Sections 3 & 4
Evidence Base	Port Related Land Study	

Option:

The policy reflects local economic and access issues

EXPANSION AND INTENSIFICATION OF EMPLOYMENT SITES

- 5.31 The Strategy for the economy of the District includes nourishment of 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 a need to give clear guidance on how such development would be assessed.

Development Control Policy DC13 – Expansion and Intensification of Employment Sites

When considering proposals to expand and/or intensify existing employment sites, consideration will be given to:

- whether 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;**
- the material harm to living conditions of local residents; and**
- the potential need for mitigation measures to address increased traffic movements generated by the development.**

Where sites are in primarily residential areas and proposals would cause overriding problem, the District Council will seek to assist in identifying more appropriate locations.

Footnote:

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

Policy Context and Evidence Base		
Objective	Obj 4	See Section 2
National Policy	PPG4, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E2	See Appendix 3
Strategic Policy	SP21, SP22	See Sections 3 & 4
Evidence Base		

Option:

Not to refer to possible mitigation measures.

However, this would be a missed opportunity for the Council to encourage businesses to re-think their overall impact on an area, particularly where it is located within a primarily residential area. An example of mitigation could be for a business to consider a travel plan for employees and visitors.

ECONOMIC ACTIVITY IN THE COUNTRYSIDE**Conversion and Re-Use Of Redundant Buildings**

- 5.32 When buildings in the countryside are no longer required for their original purpose or become under-used, their re-use and conversion to alternative uses represents a sustainable form of development. In terms of the visual impact on the countryside, such proposals prevent the buildings from becoming derelict or vandalised.
- 5.33 In terms of the proposed use, sustainability factors will be paramount. Travel by car should be minimized and remote locations encourage this. Therefore, the location of the site relative to the Settlement Hierarchy will be a major consideration.
- 5.34 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 PPS7 this policy sets out the criteria by which such proposals would be assessed.

Development Control Policy DC14 – 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:

- The design aspects, particularly the scale and character, are suitable for its particular rural location and setting;
- Any alterations would respect the character of the existing building(s) particularly where it is of traditional design;
- 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;
- 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;
- In the case of an employment use, the business should be small, 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:
- 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 , in relation to barns only, because of its contribution to a group of buildings in the countryside subject to it being well related to the higher hierarchy of settlements;
 - The building is in sound condition and will not require substantial alteration and extension;
 - 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;
 - The building is of permanent and substantial construction;
 - The creation of a residential curtilage will not have a harmful impact on the character of the countryside; and
 - It does not involve the conversion of a recently constructed agricultural building(s) which 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 Control policies of the Local Development Framework.

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

Policy Context and Evidence Base		
Objective	Obj 5, 6	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP 22, SP24, and SP27	See Sections 3 & 4
Evidence Base		

Option:

Not allowing conversions to residential use at all thereby restricting more car journeys.

However, this could result in the loss of architectural heritage if, for example, historic barns are not considered for residential use as a last resort.

Farm Diversification

- 5.35 Agricultural activities are important to the economy of the District. In particular, it is the north of the District where most farming activities occur and where 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 PPS7.

Development Control Policy DC15 – 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 a use and of a scale which 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/or its continued operation;
- (c) The proposal retains existing, or provides additional or alternative employment, and/or is for community purposes; and
- (d) The proposal does not involve a residential use except where consistent with other Strategic or Development Control policies.

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

Policy Context and Evidence Base		
Objective	Obj 5	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP15, SP22, SP27	See Sections 3 & 4
Evidence Base		

Option:

Adopt a strict controlling approach to development within the countryside. This would limit development in the countryside to that which is essential for the efficient operation of agriculture, forestry and horticulture or is otherwise permitted by other policies in order to protect the landscape quality and character of the countryside for its own sake.

However, such an approach is considered overly protective and inflexible. The more inflexible the policy, the more difficult it becomes to respond to changing economic circumstances and the more innovative or unusual ways in which the rural economy can benefit.

Large Agricultural Buildings and Structures

- 5.36 Agriculture has 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, however, essential that such buildings or structures have the minimum impact on the Countryside.
- 5.38 There also remains in this District a demand for large scale livestock units, such as poultry and pig units, which 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 Control Policy DC16 – Large Agricultural Buildings and Structures

Proposals for large agricultural buildings and structures for livestock and bulk storage will only be permitted in the Countryside where

- (a) it can be demonstrated to the satisfaction of the District Council that the proposal cannot be located within a General Employment Area or other existing employment site within defined settlements because:
 - a site is not available;
 - such a location would not be viable; or
 - the proposal would have a greater visual or traffic-generating impact;
- (b) the building/structure does not intrude materially into the landscape, particularly within the Area of Outstanding Natural Beauty and Special Landscape Areas;
- (c) 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;
- (d) in the case of a building(s) for livestock, the proposal includes appropriate measures for the disposal of effluent; and
- (e) in the case of food preparation the proposal relates to the agricultural unit on which it is grown.

Where planning permission is granted, a high 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.

Policy Context and Evidence Base		
Objective	Obj 5	See Section 2
National Policy	PPS1, PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP21, SP22, SP27	See Sections 3 & 4
Evidence Base		

Option:

Require only a high standard of design and associated landscaping in designated landscape areas. However, a high quality of design is sought throughout the whole District irrespective of location given the high quality of its environment.

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 District 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 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.
- 5.41 However, the District 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 Control Policy DC17 – 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) there will be no threat to nearby local shops;
- (c) new buildings will not be permitted, except where:
 - it has been demonstrated that no existing buildings are suitable for the use;
 - they avoid open countryside;
 - the scale, nature, design, materials and siting of the retail accommodation is compatible with the existing farm and buildings; and
 - this will not result in a scale of activity which has a detrimental impact, in physical and economic terms, on the surrounding area; and
- (d) the conversion of an existing building, or buildings, to a farm shop should 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, and provide a facility not otherwise available to a local community. 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.

Policy Context and Evidence Base		
Objective	Obj 5	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP22, SP25	See Sections 3 & 4
Evidence Base		

Option:

None. Farm shops help support the rural economy by providing an outlet for farmers to sell their produce directly to the public.

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 or tents as holiday accommodation. The Suffolk Coastal area is a popular destination for tourists because of its character and features, and there are a number of well-established sites in the area. Tourists contribute to the local economy. However, 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 in open and exposed locations such as by the sea.

Development Control Policy DC18 – Touring Caravan and Camping Sites

New touring caravan 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) they do not compromise highway safety or the free flow of traffic; and
- (d) there are services available.

Extensions to existing sites will only be acceptable where they:

- do not have a materially adverse impact on the landscape or wildlife;
- 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);
- are of a high standard of design; and
- 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 6 weeks depending upon the local circumstances. Such circumstances would include the location, the exposed nature in winter, or the need to protect adjacent wildlife sites.

Policy Context and Evidence Base		
Objective	Obj 6	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E6	See Appendix 3
Strategic Policy	SP22, SP24, SP27	See Sections 3 & 4
Evidence Base		

Option:

Require sites to be small in scale irrespective of location.

However, this does not take into account the ability of a site to accommodate greater numbers because of the nature of the site, its setting in the countryside, and the impact of appropriate landscaping.

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, moreover, in that they are present on an all-year-round basis. It is, therefore, important to direct their location away from 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 Control Policy DC19 – Static Holiday Caravans, Cabins and Chalets

New sites, extensions to existing sites, and intensification of use of existing sites (by infilling) for static holiday caravans, cabins, chalets and similar accommodation 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, such proposals will only be acceptable where:

- (a) they do not compromise highway safety or the free flow of traffic;
- (b) they are of a scale appropriate to the nature of the location and its setting. The cumulative impact will also be a material consideration;
- (c) they are of a high standard of design; and
- (d) they are to be used as holiday accommodation only, and not for permanent residential accommodation.

Policy Context and Evidence Base		
Objective	Obj 6	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy	E6	See Appendix 3
Strategic Policy	SP22, SP24, SP27	See Sections 3 & 4
Evidence Base		

Option:

Require new sites to be small in scale, not exceeding 12 units of accommodation, including any extension to existing sites.

However, this does not take into account the ability of a site to accommodate greater numbers because of the nature of the site, its setting in the countryside and the impact of appropriate landscaping.

TRANSPORT

PARKING STANDARDS

- 5.45 The national parking standards are based on maximum requirements and are set out in 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 Control Policy DC20 – 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 might make exceptions as a transport management tool or where it is impracticable to make parking provision on-site.

In such cases the Council might 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.

Policy Context and Evidence Base		
Objective	Obj 8	See Section 2
National Policy	PPG13	See Appendix 2 for titles
Regional (RSS) Policy	T2, T3	See Appendix 3
Strategic Policy	SP14	See Sections 3 & 4
Evidence Base		

Option:

Apply a uniform parking standard across the district.

Such an option does not enable the most efficient use of land in areas well served by public transport such as town centres where a proportion of the site does not need to be devoted to the motor car. It also fails to recognise the needs of rural areas where one or more cars may be essential.

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 aimed at promoting more sustainable travel choices and reducing reliance of the car. Travel Plans help reduce the impact of travel on the environment. They can also make staff happier and healthier, cut down in delays caused by congestion, improve access and enhance the working environment.
- 5.47 Travel Plans should be submitted alongside planning applications which are likely to have significant transport implications. These need not necessarily be large scale developments. They might also include small development which would 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 should set out the circumstances and thresholds which make Travel Plans necessary.

Development Control Policy DC21 – Travel Plans

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

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

The travel plans should seek to:

- reduce the use of cars by encouraging car sharing;
- provide links to enable the use of public transport;
- improve road safety for pedestrians and cyclists; and
- Identify any mitigation works to be funded by the developer in conjunction with the proposal.

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

Policy Context and Evidence Base		
Objective	Obj 8	See Section 2
National Policy	PPG13	See Appendix 2 for titles
Regional (RSS) Policy	T2, T3	See Appendix 3
Strategic Policy	SP14	See Sections 3 & 4
Evidence Base		

Option:

Relate only to major development.

However, this would exclude uses such as leisure and retail which are aimed at the public.

AIRFIELDS

- 5.48 Since the closure of Ipswich Airport, Suffolk has no licensed airfield. There are a number of small scale airfields operating in the County but these are generally constrained by location and/or planning conditions. This policy applies to any proposals for civil aviation facilities. This policy will be kept under review to ensure that it provides an appropriate strategic framework in the light of emerging national and regional guidance on aviation.

Development Control Policy DC22 – Airfields**Proposals for civil aviation airfields and airports must:**

- (a) be closely related to and have suitable links to the primary road and public transport networks;
- (b) avoid conflict with the operational requirements of existing military airfields;
- (c) avoid material adverse impact on Areas of Outstanding Natural Beauty and areas of special landscape value, having regard to tranquillity as a factor; and
- (d) minimise disturbance to residential areas.

Policy Context and Evidence Base		
Objective	Obj 8	See Section 2
National Policy	PPG13	See Appendix 2 for titles
Regional (RSS) Policy	T12	See Appendix 3
Strategic Policy	SP14	See Sections 3 & 4
Evidence Base		

Option:

None

THE ENVIRONMENT

DESIGN

Aesthetics

- 5.49 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. 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.
- 5.50 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'.
- 5.51 Suffolk Coastal District is very fortunate in having a very high quality environment reflected in designated national landscape and historical built up areas. This District has a distinctive character which includes non-designated areas.
- 5.52 These design policies set out and establish benchmarks by which proposals will be assessed and provide a starting point for, and to 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 include the following:
- (i) Householders Guide to Residential Development: advises on extensions to dwellings and other development within a residential curtilage
 - (ii) Small Residential Development : guidance on small scale residential development of up to five dwellings
 - (iii) Suffolk Design Guide: This will deal with large scale urban residential development
 - (iv) Conservation Area Appraisals
 - (v) Development in the countryside: This will include guidance on replacement and extensions to dwellings and the re-use and adaptation of rural buildings.

Development Control Policy DC23 – 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 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.

Policy Context and Evidence Base		
Objective	Obj 9	See Section 2
National Policy	PPS1, PPG15, Best Practice Guides	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy		See Sections 3 & 4
Evidence Base		

Option:

Demand higher quality of design to be provided only in specific areas such as Areas of High Landscape Value and Conservation Areas.

While this option recognises that within some areas design issues will be of particular importance, it could equally be used as an excuse to accept a poorer standard of development elsewhere. It would fail to maximise opportunities to enhance the quality of the district's environment, contrary to the Council's stated priority.

Function

- 5.53 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.
- 5.54 Access to buildings is an important planning matter and arrangements for their use by the public, including the disabled.
- 5.55 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.
- 5.56 More guidance on design is given in the CABI publication, 'By Design' (ODPM and CABI 2000) which refers to both residential and commercial and the companion guide to PP3 '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

Development Control Policy DC24 – 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 should provide and maintain safe and convenient access for people with disabilities;**
- (b) New development generally should make 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 shall be made to enable access, turning and manoeuvring for emergency vehicles and the collection of waste; and**
- (d) Proposals for development will be expected to 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.

Policy Context and Evidence Base		
Objective	Obj 9, 13	See Section 2
National Policy	PPS1, PPG15, Best Practice Guides	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP28	See Sections 3 & 4
Evidence Base		

Option:

Combine with Aesthetics design policy.

Separating the two design issues serves to highlight the importance of the functional requirements, although in practice functional and aesthetic criteria are intertwined

Sustainable Construction

- 5.57 The District Council needs to set a standard if it is to include the type of policy which is being recommended in the Government PPS22 'Renewable Energy'. It should be open minded about the most appropriate means of renewable energy, subject to local circumstances, and encourage innovation. Viability will also be taken into account.
- 5.58 In developing this policy, it appears that a 10% target for energy to be created by renewable means is currently seen as technologically feasible without placing excessive cost on the developer. However, as technologies progress the cost of renewable energy per KWh declines, and this figure of 10% will inevitably rise and, towards the end of the plan period, enhanced contributions may be requested. In order to achieve economies of scale, the proportion might be as high as 20% on developments over 100 dwellings and again, this might increase over the plan period. Such a way forward would need to be backed up by sound evidence.
- 5.59 Such an overall approach to energy conservation is particularly appropriate given the District Council's status as a signatory of the Nottingham Declaration on Climate Change, which means that the authority is committed to increasing energy efficiency and to reducing the level of greenhouse gas emissions generated.

Development Control Policy DC25 – Sustainable Construction

All new non-residential development above 1,000 sq.m or 10 or more residential units in size will be expected to incorporate energy efficient measures which will provide at least 10% of their energy requirements from on-site renewable energy generation, or otherwise demonstrate similar energy savings through design sources:

- (a) Sources of on-site energy could include energy from wind, biomass, photovoltaic equipment, solar energy, or as a result of other developments in renewable energy technologies; and
- (b) Sustainable design should consider the siting, massing, orientation, internal design, use of materials, insulation and heat recovery (combines heat and power).

An energy statement to show, in terms of energy efficiency and renewable energy, how the target of 10% renewable energy is to be met to the satisfaction of the District Council, should accompany planning applications.

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

Policy Context and Evidence Base		
Objective	Obj 9, 11	See Section 2
National Policy	PPS22	See Appendix 2 for titles
Regional (RSS) Policy	ENG1	See Appendix 3
Strategic Policy	SP28	See Sections 3 & 4
Evidence Base		

Option:

Set levels of building performance. For example, it could set a minimum star rating under the Code for Sustainable Homes which would rise over time.

However, whilst any efforts to move quickly to ensure new development delivers higher environmental standards is to be welcomed, the Government has made it very clear that the Code is currently voluntary. Furthermore, the Government wishes to prevent duplicative and conflicting regulation and policies, especially between planning policy, Building Regulations and the use of the Code. It also wishes to avoid different standards in every Local Authority for building methods and materials as this would cause confusion and difficult supply chain issues for the development industry. Such a stance is strongly supported by the industry itself.

Art

- 5.80 '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.

Development Control Policy DC26 – Art

When considering applications for major development the District Council will encourage the provision and/or commissioning of new publicly acceptable works of art.

The design and execution of public art should, wherever possible, involve 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.

Policy Context and Evidence Base		
Objective	Obj 9, 12	See Section 2
National Policy		See Appendix 2 for titles
Regional (RSS) Policy	C1	See Appendix 3
Strategic Policy	SP31	See Sections 3 & 4
Evidence Base		

Option:

Exclude a specific policy on the provision of public art.

However, the problem with this type of approach is that art and the contribution it can make to a development scheme tends to be thought about at the last minute. In terms of developer contributions, it is often last on the list of requirements if it is thought about at all.

Residential Amenity

- 5.61 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 occupiers, would be expected to enjoy.

Development Control Policy DC27 – Residential Amenity

Any new development that would cause an unacceptable loss of amenity to adjoining occupiers or lack of amenity to future occupiers of the development, either directly or indirectly will be refused in respect of any of the following considerations:

- **Privacy**
- **Access to daylight and sunlight**
- **The resulting physical relationship would be oppressive and overbearing**
- **Noise and disturbance**
- **Light spillage, air quality and other forms of pollution**
- **Safety and security**

Policy Context and Evidence Base		
Objective	Obj 9, 10	See Section 2
National Policy	PPS1, PPS2	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy		See Sections 3 & 4
Evidence Base		

Option:

None considered.

Protecting residential amenity is a critical function of planning and there is a need to highlight the key components which need to be taken into consideration.

Shop Fronts

- 5.62 The design and condition of shop fronts is critical in defining the attractiveness of street frontages and shopping areas. A visually attractive shopping environment is important to the image of a town centre as a whole. This is particularly important in Conservation Areas as a whole or where it affects a listed building.
- 5.63 The Council intends to retain existing supplementary guidance on shop fronts as a Supplementary Planning Document (SPD)

Development Control Policy DC28 – Shop Fronts

New shop fronts, fascias, awnings, canopies, advertisements and alterations to shop and business premises must be of a high standard of design, utilise appropriate materials, colours and detailing, respect the area within which they are located, and satisfactorily relate architecturally to the building on to which they are fitted.

Within Conservation Areas or on Listed Buildings additions which are unsympathetic (and those most likely include standardised fascias, plastic awnings and canopies, projecting box signs and internally- illuminated box fascia signs) will not be granted consent.

Where necessary or desirable, the District Council will consider the need to maintain a window display where a change of use is permitted from a shopping one.

Policy Context and Evidence Base		
Objective	Obj 7, 9	See Section 2
National Policy	PPS1	See Appendix 2 for titles
Regional (RSS) Policy	SS6 & ENV7	See Appendix 3
Strategic Policy	SP25	See Sections 3 & 4
Evidence Base		

Option:

None considered. Shop fronts are regarded as key features which have a significant impact on the character and viability of town centres

Advertisements

- 5.64 Advertisements can have a considerable impact on the visual amenity of both rural and urban areas, and the District Council considers that it is essential that great care and attention is given to all advertisement proposals.
- 5.65 The Council intends to retain existing supplementary guidance as a supplementary planning document.

Development Control Policy DC29 – Advertisements

The District Council will exercise strict control over all advertisements, but most particularly where:

- **A standardised advertising style is proposed in a location which requires a more individual approach;**
- **Illumination is proposed;**
- **The advertisement, or the location in which it would be displayed, would create a hazard to, or endanger the safety of drivers, cyclists and pedestrians using the highway.**

Applications for wall mounted advertisements will be judged against the following criteria:

- (a) consent will not be granted for any sign above the level of the existing shop fascia unless such a sign would make a positive contribution to the architectural character of the building or the street scene as a whole;
- (b) all lettering is to be of good quality materials, simple in style and appropriate to the architectural character of the building involved;
- (c) lettering applied direct to the wall or fascia is favoured;
- (d) fascias and signs consisting of non-traditional materials in strong colours or with a shiny or reflective finish are not favoured and will certainly not be permitted in Conservation Areas or on Listed Buildings;
- (e) projecting box signs, house signs of a modern style and internally—illuminated signs will be discouraged and not permitted in Conservation Areas or on listed buildings where they would detract from the character of the area or the character, integrity and setting of the building concerned. In such cases traditional hanging signs of wood or metal will be encouraged;
- (f) the size of the advertisement in relation to the form and character of the particular building, its location and the street scene; and
- (g) in Conservation Areas or on Listed Buildings, illuminated signs and advertisements shall only be externally lit in a style and manner sympathetic to the building and area,

Applications for free standing advertisements will not be permitted where they are intrusive or inappropriate due to their location, form, size, colour, design, illumination, or as potential hazards to people with disabilities;

Where unauthorised advertisements have an adverse impact on the environment or public safety, the District Council will take such action as may be necessary to remove them.

Policy Context and Evidence Base		
Objective	Obj 7, 9	See Section 2
National Policy	PPS1, PPG19	See Appendix 2 for titles
Regional (RSS) Policy	SS6 & ENV7	See Appendix 3
Strategic Policy	SP25	See Sections 3 & 4
Evidence Base		

Option:

None considered. The nature of advertisements can vary significantly and detailed guidance within a policy is required.

Lighting

- 5.66 Artificial lighting is desirable in certain circumstances for security, pedestrians and traffic safety, recreation, and for enhancing historic and architecturally important buildings. Poor and/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).
- 5.67 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, will result in the minimum possible pollution from glare and light spillage, and there will be not light spillage onto highways which could cause dangers.

- 5.68 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 lighting is required.

Development Control Policy DC30 – 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. 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.

Policy Context and Evidence Base		
Objective	Obj 9	See Section 2
National Policy	PPS23, PPS9, Best Practice Guides	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP24	See Sections 3 & 4
Evidence Base		

Option:

None considered given the high quality of the districts build and natural environment.

BIODIVERSITY AND GEODIVERSITY

- 5.69 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. It is also recognised that sometimes certain types of development could in fact improve wildlife habitats.
- 5.70 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.
- 5.71 The RRS places a particular emphasis on the importance of giving consideration to habitats and species outside designated sites, including those species protected by law.
- 5.72 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 Control Policy DC31 – Biodiversity and Geodiversity

When considering the impact of new development on biodiversity and geodiversity the Council will have regard to the following;

- (a) The status and designation of sites, habitats and species;
- (b) The need to avoid fragmentation and to seek to create and enhance corridors and networks; and
- (c) The impact and effectiveness of any mitigation measures proposed to minimize and/or protect sites, habitats and species.

Where development is permitted, the replacement or retention of important sites and habitats will be sought through conditions or legal agreement.

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

Policy Context and Evidence Base		
Objective	Obj 10	See Section 2
National Policy	PPS9	See Appendix 2 for titles
Regional (RSS) Policy	ENV3	See Appendix 3
Strategic Policy	SP 24, SP26, SP27, and SP30	See Sections 3 & 4
Evidence Base	Suffolk Biodiversity Action Plan	

Option:

Depend solely on legislative powers for the protection of habitats and species.

However, there are opportunities at local level to look at ways of increasing or protecting biodiversity using a framework based on a network of designated sites.

FLOOD RISK

- 5.73 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.
- 5.74 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 has commissioned a Strategic Flood Risk Assessment. This information will influence the determination of planning applications on individual sites.
- 5.75 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 Control Policy DC32 – Flood Risk

Proposals for new development, or the intensification of existing development will not be permitted in areas at high risk from flooding, ie flood zones 2 and 3, unless the applicant has satisfied the 'sequential test' outlined in Planning Policy Statement 25. Where the proposal is one for housing, the geographical area of search for alternative sites will be determined by the following principles:

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 settlement 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.

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, when applying the 'exception test', of particular relevance 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.

Policy Context and Evidence Base		
Objective	Obj 11	See Section 2
National Policy	PPS25	See Appendix 2 for titles
Regional (RSS) Policy	WAT4	See Appendix 3
Strategic Policy	SP13, SP24, SP28	See Sections 3 & 4
Evidence Base	SFRA	

Option:

None. This approach is required by national and strategic guidance. There is a significant amount of detailed national guidance that covers flood risk and new development. However, an absence of local policy may weaken the gravity of the issue at local level particularly where development is taking place within high flood risk areas for reasons compatible with the Core Strategy.

TELECOMMUNICATIONS

- 5.76 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.
- 5.77 Government guidance in 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 Control Policy DC33 – 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 the Area 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 the setting of listed buildings. Proposals will be permitted only where they meet the above criteria and are supported by evidence to demonstrate:

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

If approved, a condition would be imposed to ensure 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.

Policy Context and Evidence Base		
Objective	Obj 10. 12	See Section 2
National Policy	PPG8	See Appendix 2 for titles
Regional (RSS) Policy		See Appendix 3
Strategic Policy	SP31, SP27	See Sections 3 & 4
Evidence Base	Technical information from service providers	

Option:

Do not include a policy on telecommunications and rely of PPG8 guidance.

However, this would fail to clarify for the benefit of communities and developers, what the key planning considerations are within the local context.

COMMUNITY WELL-BEING

KEY FACILITIES

- 5.78 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. They 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.
- 5.79 The District 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 District 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 control on any subsequent re-use of the premises.
- 5.80 The District 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.
- 5.81 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 District 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 Control Policy DC34 – 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 can be sold as an 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 settlement. Garages, petrol filling station and other shops, as well as community halls, churches and sports facilities might also be included, depending upon local need and other provision in the settlement.

Policy Context and Evidence Base		
Objective	Obj 13	See Section 2
National Policy	PPS7	See Appendix 2 for titles
Regional (RSS) Policy	SS4	See Appendix 3
Strategic Policy	SP11, SP31	See Sections 3 & 4
Evidence Base		

Option:

Not require the applicant to liaise with the local community to establish if they would be willing to take over the operation of the business. However, this would deprive the local community of the opportunity to seriously consider taking the necessary steps to retain the facility.

Public Buildings

- 5.82 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.
- 5.83 Nevertheless, the District 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 Control Policy DC35 – Public Buildings

In the event of ‘public’ buildings, such as schools, churches or halls becoming redundant, planning permission for a change of use to residential or commercial use will not be granted, unless the District Council is satisfied that a recreation or community use cannot be achieved or is not appropriate

Policy Context and Evidence Base		
Objective	Obj 13	See Section 2
National Policy	PPS1, PPS7	See Appendix 2 for titles
Regional (RSS) Policy	SS4	See Appendix 3
Strategic Policy	SP31	See Sections 3 & 4
Evidence Base		

Option:

Not allow the conversion of public buildings to residential use.

However, while this would encourage other alternative uses, it could ultimately result in the deterioration of these buildings, normally located within settlements, which would be contrary to the sustainability objective

Sport and Play

- 5.84 Applications for new sports facilities or the improvement of existing facilities will be supported by the District Council unless the development is likely to raise issues of concern. In particular, the District Council will consider the likely effect of the proposed development on the surrounding area and the countryside, as well as access provision.
- 8.85 The economic climate and, in particular, the restraints on local authority spending mean that the District 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 District 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. In all new developments provision should keep pace with the rate of development and only current shortfalls may need to make good.
- 5.86 A comprehensive assessment of the existing provision for each Parish has been carried out. Based on the results and comparing with the National Playing Fields Association standard, an Outdoor Playing Space Funding Scheme has been produced. The mechanism of this scheme is set out in Supplementary Planning Guidance which will be carried forward as a Supplementary Planning Document

- 5.87 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.
- 5.88 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.

Development Control Policy DC36 – 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 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.

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

Policy Context and Evidence Base		
Objective	Obj. 12, Obj.4	See Section 2
National Policy	PPG17	See Appendix 2 for titles
Regional (RSS) Policy	SS1	See Appendix 3
Strategic Policy	SP29, SP30	See Sections 3 & 4
Evidence Base		

Option:

Exclude specific guidance on sports and leisure facilities, relying instead on the PPG17 and NPFA guidance. However, this is a key area where the Core Strategy can make a real difference to the quality of life of local communities; there is a need to relate local need in the context of the sports regional strategy.

Allotments

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

Development Control Policy DC37 – 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 use of existing allotments for other uses unless suitable alternative allotments of equivalent size and quality are provided. 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;
- (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; or
- (c) the allotments were being made available on a temporary basis only.

Policy Context and Evidence Base		
Objective	Obj. 14	See Section 2
National Policy	PPG17	See Appendix 2 for titles
Regional (RSS) Policy	ENV1	See Appendix 3
Strategic Policy	SP29, SP30	See Sections 3 & 4
Evidence Base	Parish Plans	

Options:

Have no policy.

In many instances allotments are located within residential areas and are particularly vulnerable to the threat of being lost to residential development. Once lost they cannot be replaced unless actions taken to ensure suitable alternative allotments of equivalent size are provided.

Have a policy only to protect existing allotments.

However, an opportunity would be lost to be pro-active in providing a facility which would have many benefits to communities at a local level.

6. 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 document production milestones, planning targets and objectives, implementation of policies and any significant effects arising from policy implementation.
- 6.02. There is a requirement of the Core Strategy to produce a monitoring and delivery framework which 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 Specific Allocations & Policies document as well as supporting partnership documents such as the Sustainable Community Strategy.
- 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 Local Development Framework and the Sustainable Community Strategy. The monitoring framework, which is proposed to track progress towards meeting objectives, is found in Table 4. 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 5, which shows the delivery framework.

Infrastructure Constraints

- 6.04 It is recognised that in order to deliver the proposed growth to 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, so far there are known issues relating to transport, education, primary health care, policing and play/open space, flooding water and electricity provision. The main driver for required infrastructure improvements is the combination of housing and population growth.
- 6.05 A limited amount of feedback has been achieved from consultation with service providers so far. However, the Council is continuously seeking to clarify, review and resolve positions with these bodies 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 It is the intention of the Council to commission some further work in order to re-evaluate and cost-up the infrastructure issues relating to the two major growth areas of Ipswich Policy Area and Felixstowe.

Water supply

- 6.07 The district water supply service is split ownership and responsibility between Anglian Water and Suffolk & Essex Water. However, 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 is putting together a business plan for funding to present to OFWAT in mid-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 Specific Allocations & Policies document 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 are expected to be published around December 2008.

Sewerage

- 6.11 Anglian Water is the sole responsible authority for waste water 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 houses. 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 water 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 waste water capacity down to the works in the south of Felixstowe.
- 6.14 The situation is currently unclear in the Ipswich Policy Area 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 are expected to be published around December 2008.

Flood defence

- 6.16 Information is currently very limited on this and will to an extent be provided through the Strategic Flood Risk Assessment and Shoreline Management Plan documents as well as directly from Environment Agency & DEFRA.

Transport

- 6.17 The Highways Agency and Suffolk County Council are responsible for transport issues in the district.
- 6.18 Strategically, the A12/A14 trunk road in the very south of the District is predicted to experience acute capacity issues in future years. Further work and studies are ongoing in respect of identifying strategic options and solutions for this. The Council is awaiting the imminent outcome of Ipswich Transport and Modelling Studies that will better inform the evidence base.
- 6.19 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 which could be at J59 – Trimley Interchange, J60 – Dock Spur Roundabout, or J62 – Port of Felixstowe Roundabout.
- 6.20 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. These will likely be resolved through the Site Specific Allocations document. The Haven Gateway Ipswich A14 Corridor Study (2007) 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.

- 6.21 At present there is no indication that any of these measures might be implemented – further Modelling is underway - but phasing of any outcome would need to be linked to the proportionate phasing of housing development.

Energy provision

- 6.22 EDF Energy is the responsible authority for electricity supply in the district.
- 6.23 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. Similarly, EDF has initially expressed a potential need to upgrade electricity supplies at Wickham Market that currently serve some energy intensive industries at Rendlesham.
- 6.24 Further discussion will need to be had with EDF to clarify these positions and identify any other issues across the district.

Health provision

- 6.25 NHS Suffolk is the Primary Care Trust responsible for health provision in the district.
- 6.26 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.
- 6.27 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.
- 6.28 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.

Education

- 6.29 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 numerous consultations on these and as such, future outcomes on these consultations will need to be taken into account at a later date.
- 6.30 Under the BSF programme, the County Council is currently consulting on a preferred option for secondary school provision that maintains use of both Felixstowe sites. A decision on secondary schools in Felixstowe is to be taken in January 2009. At present there is sufficient secondary school capacity to serve strategic housing growth in the Felixstowe area. 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. Further work would need to be undertaken into the capacity of the relevant primary school based upon the catchment area the development falls within.
- 6.30 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 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 secondary school or new sixth form provision would be best suited. Any strategic housing allocation would need to include a primary school provision to serve it.

Table 4 – Monitoring Framework

* Please refer back to 'The Objectives' 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 dwelling numbers) granted contrary to policies identified adjacent.	SP1, SP32 DC25, DC31, DC32
2. Housing Growth	<p>To satisfy the RSS new housing requirement total of 10,200 houses 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 2025, which provides a mix of unit 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 60% 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+ dw/ha.</p>	<ul style="list-style-type: none"> • Planning applications (and dwelling numbers) 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, SP6, SP7, SP9, SP10, SP11, SP16, SP17, SP18, SP19, SP20</p> <p>DC1, DC2, DC3, DC4, DC5, DC6 DC7, DC8, DC9, DC10</p>
3. Local Housing	<p>To increase the proportion of affordable homes by constructing 1,900 affordable housing units (1500 social rented units and 400 intermediate units) in the period up to 2025.</p> <p>To achieve at least 600 new affordable homes in the first five years of the Plan.</p> <p>Deliver an average of 510 per annum over the Plan period, which provides a mix of unit sizes to match the needs of the area.</p> <p>Meeting identified need for Gypsy & Travellers accommodation:</p>	<ul style="list-style-type: none"> • Housing completions. • Affordable Housing provision • Affordable housing delivery on exception sites. • Number of units lost to open market under right to acquire • Affordable Housing tenure • Housing density • House types and size. • House price to income ratio. • Homelessness • Gypsy & Traveller authorised/unauthorised pitches. 	<p>SP16, SP17, SP19, SP20</p> <p>DC1, DC2, DC3, DC4, DC7, DC10</p>

Objective	Target	Indicators	LDF Policies
4. Economic development	<p>From 2001 – 2021, to create at least 8,000 new jobs from no less than 8.5 hectares of 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 	DC12, DC13, DC14, DC15
5. The rural economy	Maintain and enhance the prosperity of business activity in rural areas.	<ul style="list-style-type: none"> • Amount of employment floor space created / lost in rural areas (defined by RSS monitoring returns). 	SP12 DC15, DC16, DC17, DC18
6. Tourism	Increase the economic benefits of tourism in a sustainable manner.	<ul style="list-style-type: none"> • Number and percentage employed in tourism. • Planning applications granted contrary to policies. 	SP24 DC18, DC19
7. 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> <p>Encourage protection of key local services.</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. 	SP4, SP5, SP6, SP7, SP9, SP10, SP17, SP25
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 	SP28, SP29, SP30 DC20, DC21
9. 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 	DC23, DC24, DC25, DC26, DC27, DC28, DC29, DC30

Objective	Target	Indicators	LDF Policies
10. 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> <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"> Number of planning applications refused due to design policies. Change in the area of designated landscapes Change in areas and populations of biodiversity importance. The annual condition of SSSIs. 	<p>SP26, SP27, SP28, SP30, SP31</p> <p>DC9, DC31, DC32</p>
11. 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.</p> <p>Ensure that at least 10% of energy consumption in relevant new development is from renewable 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 which meet or exceed the Code for Sustainable Homes 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. 	<p>SP13, SP28, SP31</p> <p>DC25, DC31, DC32</p>
12. 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>SP31</p> <p>DC27, DC34, DC35, DC36, DC37</p>
13. Accessibility	<p>To improve the proportion of the population with access to key local facilities.</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>SP31</p> <p>DC34, DC35, DC36, DC37</p>
14. Leisure	<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>	<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. 	<p>SP29, SP30</p> <p>DC36, DC37</p>
15. The Coast	<p>To secure continuing prosperity of coastal communities.</p> <p>To respond to climate change</p>	<ul style="list-style-type: none"> Amount of coast lost to the sea Creation of integrated management 	<p>SP4, SP5, SP13</p>

Table 5 – Delivery Framework

* Please refer back to 'Strategic Policies' for full description.

Policy	Timescale	Implementation mechanism	Key Agencies & Partners
SP1 – Sustainable Development	Continuous	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Control 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 – Settlement Policy	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Control decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Developers • Local Parishes
SP3 – Area east of Ipswich	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Martlesham Heath Business Campus Planning Brief • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Developers • Statutory service providers
SP4 – Felixstowe	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Felixstowe Regeneration Framework • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Developers • Statutory service providers • Environment Agency
SP5 – Aldeburgh	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control 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 • Developers • Statutory service providers • Environment Agency
SP6 – Framlingham	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control 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 • Developers • Statutory service providers

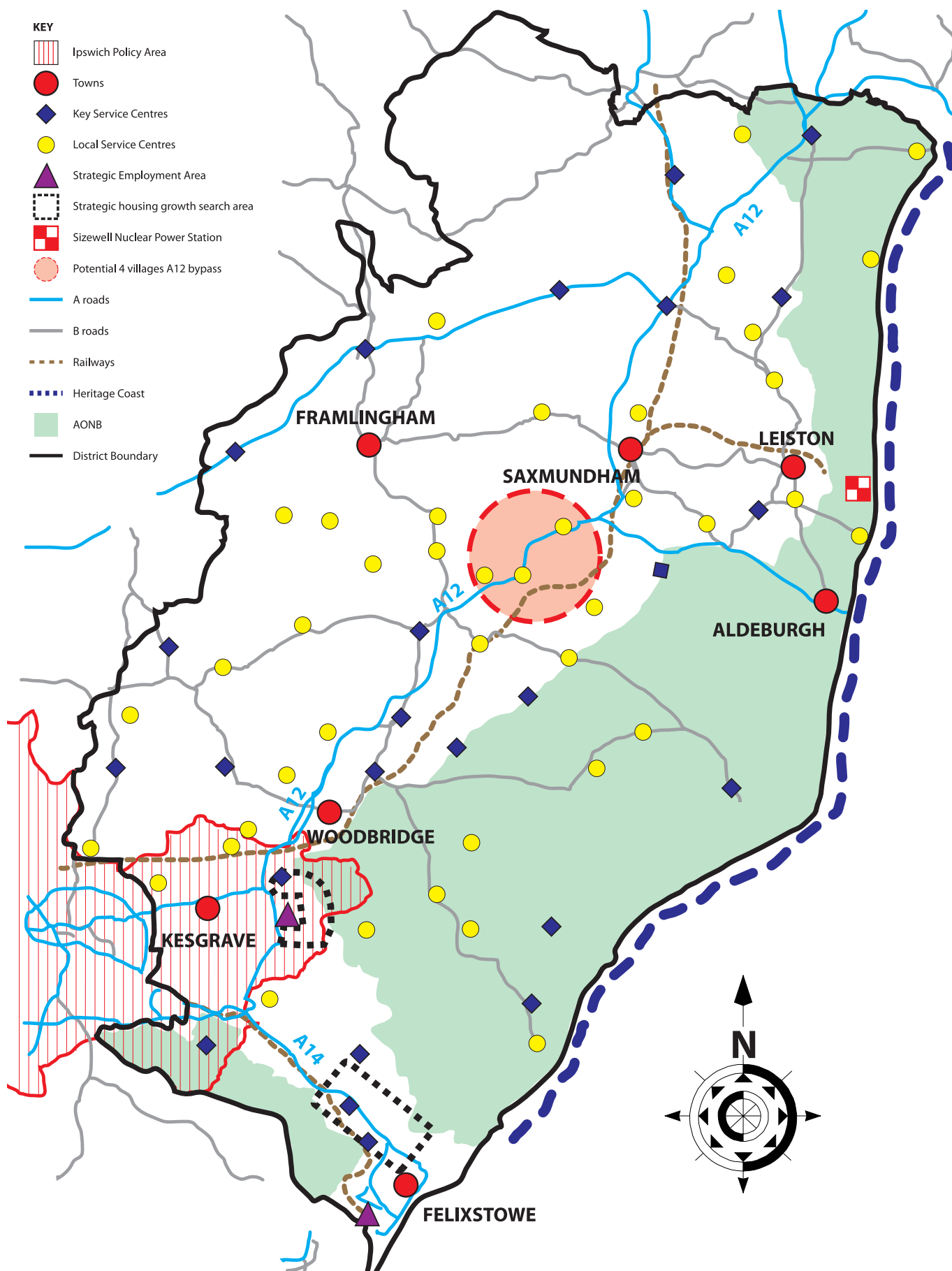
Policy	Timescale	Implementation mechanism	Key Agencies & Partners
SP7 – Leiston	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Sustainable Community Strategy Leiston & Saxmundham Regeneration Area Action Plan Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Suffolk County Council Developers Statutory service providers
SP8 – Nuclear Energy	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control 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
SP9 – Saxmundham	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control 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 Developers Statutory service providers
SP10 – Woodbridge	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control 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 Developers Statutory service providers
SP11 – Key Service Centres & Local Service Centres	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Sustainable Community Strategy 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Developers Statutory service providers
SP12 – The Countryside	Plan lifetime	<ul style="list-style-type: none"> All LDF spatial planning documents Development Control decisions Development in the countryside SPD 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Housing Association
SP13 – The Coastal Zone	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Development Control 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

Policy	Timescale	Implementation mechanism	Key Agencies & Partners
SP14 – Accessibility	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control 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
SP15 – A12 & A14	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control 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
SP16 – New Housing	2001 – 2025	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control 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
SP17 – Housing Numbers	2001 – 2025	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • 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
SP18 – Housing Distribution	2001 – 2025	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control 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
SP19 – Affordable Housing	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control decisions • Housing Needs Survey • Strategic Housing Market Assessment 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Registered Social Landlords • Housing Association
SP20 – Allocations in the Key Service Centres	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control decisions • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Developers • Statutory service providers

Policy	Timescale	Implementation mechanism	Key Agencies & Partners
SP21 - New Jobs	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Development Control decisions 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"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership Haven Gateway Partnership East of England Development Agency Developers Local businesses
SP22 – Economic development in the rural areas	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Development Control 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
SP23 – Regeneration	Plan lifetime	<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Development Control 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
SP24 – Tourism		<ul style="list-style-type: none"> Core Strategy & Development Control Policies Site Specific Allocations & Policies Development Control decisions 	<ul style="list-style-type: none"> Suffolk Coastal District Council Suffolk Coastal Local Strategic Partnership English Heritage Suffolk Coastal & Heaths Units
SP25 – Retail Centres	Plan lifetime	<ul style="list-style-type: none"> All LDF spatial planning documents Development Control 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

Policy	Timescale	Implementation mechanism	Key Agencies & Partners
SP26 – Biodiversity & Geodiversity	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Control 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 • Forestry Commission
SP27 – Landscape & Townscape	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Control 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
SP28 – Climate Change	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Development Control 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
SP29 – Sport & Play	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Development Control decisions • Planning Obligations SPD • Cultural Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Sport England – East • Developers
SP30 – Green Space	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Site Specific Allocations & Policies • Development Control decisions • Haven Gateway Green Infrastructure Strategy • Cultural Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk County Council • Haven Gateway Partnership • Developers
SP31 – Infrastructure	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Control Policies • Development Control 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

KEY DIAGRAM



GLOSSARY

Adopted Proposals Map	A component of a Local Development Framework and an important part of the development plan, or Development Plan Document 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 incomes that are average or below average, or in relation to the price of general market housing.
Annual Monitoring Report	A report on how the Council is performing in terms of the Local Development Framework. Includes review of The Local Development Scheme timetable and monitoring of success of Development Plan Document 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 which 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.
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 specific allocations and area action plans.
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.
Greenfield Land	Land (or a defined site) usually farmland, that has not previously been developed.
Local Development Document (LDD)	Any document within the Local Development Framework. These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which 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.
Planning Policy Statements	Sets out the Government's national land use planning policies (replaces Planning Policy Guidance)
Proposals Map	A separate Local Development Document which illustrates on an Ordnance Survey base map all the policies and proposals contained in the Development Plan Documents and 'saved' policies.
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.
Regional Spatial Strategy (RSS)	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 Specific Allocations	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 which influence the nature of places and how they function. This will include policies which 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).
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
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.
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.
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.
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.

APPENDIX 1 – SETTLEMENT HIERARCHY

Settlement Classification	Strategic Policies	Physical Limits	Settlements		
Major Centre	SP2 SP3 SP4 SP18 SP21 SP23 SP24 SP25	Yes	Felixstowe Ipswich Fringe i.e. Kesgrave Martlesham Heath Purdis Farm Rushmere St Andrew (excluding the village)		
Town	SP2 SP5 SP6 SP7 SP9 SP10 SP23 SP24 SP25	Yes	Aldeburgh Framlingham Leiston Saxmundham Woodbridge (with part of Martlesham and Melton)		
Key Service Centre	SP2 SP3 SP4 SP11 SP20	Yes	Alderton Blythburgh Bramfield Dennington Earl Soham Eyke Grundisburgh Hollesey Kirtton	Knodishall Martlesham Village Melton Village Orford Otley Peasenhall Rendlesham Snape	Trimley St Martin* Trimley St Mary* Ufford Westleton Wickham Market Witnesham Yoxford
Local Service Centres	SP2 SP3 SP11	Yes	Aldringham Badingham Bawdsey Bucklesham Benhall Blaxhall Brandeston Bredfield Butley Campsea Ashe Charsfield Chillesford Clopton Darsham	Dunwich Easton Friston Great Bealings Hacheston Hasketon Kelsale Kettleburgh Little Bealings Little Glemham Marlesford Middleton Nacton Parham	Rendham Rushmere St Andrew (village) Shottisham Stratford St Andrew Sutton Sutton Heath Swilland Theberton Thorpeness Tunstall Walberswick Waldringfield Wenhaston Westerfield
Other Villages	SP2 SP3 SP12	No	Boyton Bromeswell Bruisyard Chediston Cransford Cratfield Cretingham	Falkenham Farnham Foxhall Great Glemham Heveningham Huntingfield Levington	Newbourne Petistree Playford Saxtead Sudbourne Sweffling Tuddenham Walpole
Countryside	SP2 SP3 SP12	No	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

* Settlements considered capable of accommodating more strategic levels of housing growth

APPENDIX 2 – NATIONAL PLANNING POLICY

National Planning Policy Statements (PPS):

- PPS 1: Delivering Sustainable Development *and* Planning and Climate Change - Supplement to Planning Policy Statement 1
- PPS 3: Housing
- PPS 6: Planning for Town Centres
- PPS 7: Sustainable Development in Rural Areas
- PPS 9: Biodiversity and Geological Conservation
- PPS 10: Planning for Sustainable Waste Management
- PPS 11: Regional Spatial Strategies
- PPS 12: Local Spatial Planning
- PPS 22: Renewable energy
- PPS 23: Planning and Pollution Control
- PPS 25: Development and Flood Risk

National Planning Policy Guidance (PPG):

- PPG 2: Green Belts
- PPG 5: Simplified Planning Zones
- PPG 8: Telecommunications
- PPG 13: Transport
- PPG 14: Development on Unstable Land
- PPG 15: Planning and the Historic Environment
- PPG 16: Archaeology and Planning
- PPG 17: Planning for Open Space, Sport and Recreation
- PPG 18: Enforcing Planning Control
- PPG 19: Outdoor Advertisement Control
- PPG 20: Coastal Planning
- PPG 24: Planning and Noise

APPENDIX 3 - REGIONAL SPATIAL STRATEGY

Policies Appropriate to Suffolk Coastal District

SS1 – Achieving Sustainable Development

The strategy seeks to bring about sustainable development by applying:

(1) The guiding principles of the UK Sustainable Development Strategy 2005:

- *living within environmental limits;*
- *ensuring a strong, healthy and just society;*
- *achieving a sustainable economy;*
- *promoting good governance; and*
- *using sound science responsibly.*

(2) The elements contributing to the creation of sustainable communities described in Sustainable Communities:

Homes for All:

- *active, inclusive and safe in terms of community identity and cohesion, social inclusion and leisure opportunities;*
- *well run in terms of effective participation, representation and leadership;*
- *environmentally sensitive;*
- *well designed and built;*
- *well connected in terms of good transport services;*
- *thriving in terms of a flourishing and diverse economy;*
- *well served in terms of public, private, community and voluntary services; and fair for everyone.*

Local Development Documents and other strategies relevant to spatial planning within the region should:

- (a) help meet obligations on carbon emissions; and*
- (b) adopt a precautionary approach to climate change by avoiding or minimising potential contributions to adverse change and incorporating measures which adapt as far as possible to unavoidable change.*

In particular, the spatial strategy seeks to ensure that development:

- *maximises the potential for people to form more sustainable relationships between their homes, workplaces, and other concentrations of regularly used services and facilities, and their means of travel between them; and*
- *respects environmental limits by seeking net environmental gains wherever possible, or at least avoiding harm, or (where harm is justified within an integrated approach to the guiding principles set out above) minimising, mitigating and/or compensating for that harm.*

SS2 – Overall Spatial Strategy

In seeking the more sustainable relationships described in Policy SS1 the spatial strategy directs most strategically significant growth to the region's major urban areas where:

- *strategic networks connect and public transport accessibility is at its best and has the most scope for improvement; and*
- *there is the greatest potential to build on existing concentrations of activities and physical and social infrastructure and to use growth as a means of extending and enhancing them efficiently.*

Within this context Local Development Documents should develop policies which:

- *ensure new development contributes towards the creation of more sustainable communities in accordance with the definition above and, in particular, require that new development contributes to improving quality of life, community cohesion and social inclusion, including by making suitable and timely provision for the needs of the health and social services sectors and primary, secondary, further and higher education particularly in areas of new development and priority areas for regeneration; and*
- *adopt an approach to the location of major development which prioritises the re-use of previously developed land in and around urban areas to the fullest extent possible while ensuring an adequate supply of land for development consistent with the achievement of a sustainable pattern of growth and the delivery of housing in accordance with Policy H1.*

The target is for 60% of development to be on previously developed land.

SS3 – Key Centres for Development and Change

To achieve sustainable development and the aims of Policies SS1 and SS2 new development should be concentrated at the following locations:

.....Ipswich.....

SS4 – Towns other than Key Service Centres and Rural Areas

Local Development Documents should define the approach to development in towns other than those listed in Policy SS3 and in rural areas. Such towns include selected market towns and others with the potential to increase their economic and social sustainability through measures to:

support urban and rural renaissance;

secure appropriate amounts of new housing, including affordable housing, local employment and other facilities; and improve the town's accessibility, especially by public transport.

Local Development Documents should also consider the potential of other key service centres to accommodate development which is sympathetic to local character and of an appropriate scale and nature in relation to local housing and employment needs. For other rural settlements they should seek to support the viability of agriculture and other economic activities, diversification of the economy, the provision of housing for local needs and the sustainability of local services.

SS6 – City and Town Centres

Thriving, vibrant and attractive city and town centres are fundamental to the sustainable development of the East of England and should continue to be the focus for investment, environmental enhancement and regeneration.

Local Development Documents, local transport plans, sustainable community strategies and relevant economic, environmental and cultural strategies should:

define the role (or redefine it where necessary) of each city or town centre and include a strategy to manage change, promote a healthy mix of uses, build upon positive elements of its distinctive character, and support the development and consolidation of the local cultural heritage;
ensure that land is allocated or can be made available to meet the full range of the city or town centre's identified needs; and
protect and enhance existing neighbourhood centres and, where the need is established, promote the provision of new centres of an appropriate scale and function to meet local day to day needs.

SS8 – The Urban Fringe

Local authorities should work with developers and other agencies to secure the enhancement, effective management and appropriate use of land in the urban fringe through formulating and implementing strategies for urban fringe areas, working across administrative boundaries where appropriate.

Local Development Documents should:

ensure that new development in or near the urban fringe contributes to enhancing its character and appearance and its recreational and/or biodiversity value and avoids harm to sites of European and international importance for wildlife in particular;
seek to provide networks of accessible green infrastructure linking urban areas with the countryside; and
set targets for the provision of green infrastructure for planned urban extensions

The strategy for the coast is to adopt an integrated approach that recognises:

- its needs for environmental protection and enhancement;*
- the economic and social role of the region's ports, seaside towns and coastal areas important to tourism; and*
- predicted sea level rise and the adaptation challenge this presents to coastal communities and decision makers.*

Reflecting this approach, local planning authorities and other agencies should seek, through their plans and management strategies:

- the regeneration of coastal towns and communities, reinforcing their local economic and social roles and importance to the wider region; and*
- the conservation of the coastal environment and coastal waters, including the natural character, historic environment and tranquillity of undeveloped areas, particularly in the areas of coastline and estuary designated as sites of European or international importance for wildlife.*

Local Development Documents should:

- adopt policies which support the restructuring of coastal economies and the provision of jobs to satisfy local needs;*
- ensure, in the case of coastal resorts, that:*
 - the town centre continues to provide for local and visitor needs;*
 - improved linkages are created between the town centre and the main leisure area(s) to secure mutual strengthening of their vitality and viability; and*

- retailing in main leisure area(s) is limited to that necessary to support the vitality and viability of the leisure function without having adverse impacts on the retail function of the town centre.
- ensure that new development is compatible with shoreline management and other longer term flood management plans, so as to avoid constraining effective future flood management or increasing the need for new sea defences;
- protect important coastal environmental assets, if practicable and sustainable without causing adverse impacts elsewhere. If it is not practicable to protect sites and habitats in situ, including sites of European or international importance for wildlife, shoreline management plans and development plans should include proposals for their long-term replacement and the recording of any lost historic assets;
- investigate and pursue opportunities for the creation of new coastal habitats, such as salt marsh and mudflat, in areas identified for managed realignment. New development should not be permitted in such areas.

SS9 – The Coast

The strategy for the coast is to adopt an integrated approach that recognises:

- its needs for environmental protection and enhancement;
- the economic and social role of the region's ports, seaside towns and coastal areas important to tourism; and
- predicted sea level rise and the adaptation challenge this presents to coastal communities and decision makers.

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- the conservation of the coastal environment and coastal waters, including the natural character, historic environment and tranquillity of undeveloped areas, particularly in the areas of coastline and estuary designated as sites of European or international importance for wildlife.

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- investigate and pursue opportunities for the creation of new coastal habitats, such as salt marsh and mudflat, in areas identified for managed realignment. New development should not be permitted in such areas.

E2 – Provision of land for employment

Local Development Documents should ensure that an adequate range of sites/premises (including sites within mixed-use areas and town/district centres) is allocated to accommodate the full range of sectoral requirements to achieve the indicative job growth targets of Policy E1, or revisions to those targets as allowed in that policy, and the needs of the local economy revealed by up-to-date employment land reviews. Where development proposals and issues cross local authority boundaries this approach should be applied across the whole urban or development area.

Sites of sufficient range, quantity and quality to cater for relevant employment sectors should be provided at appropriate scales in urban areas, market towns and key rural centres at locations which:

- minimise commuting and promote more sustainable communities by achieving a closer relationship between jobs and homes;
- meet the needs of the region's sectors and clusters identified in Policy E3, the Regional Economic Strategy or through Local Development Documents;
- provide appropriately for identified needs for skills-training and education;
- maximise use of public transport;
- minimise loss of, or damage to, environmental and social capital and, where necessary, substitute for any losses and secure positive enhancements. This will often mean giving preference to the re-use of previously developed land and the intensification of development within existing sites over the release of greenfield land; and
- avoid any adverse impact on sites of European or international importance for wildlife.

E6 – Tourism

Local Development Documents should:

- include policies to encourage realistic and sustainable investment in the maintenance, improvement, regeneration, extension and diversification of the region's tourist industry;
- recognise that much tourism potential is based upon the presence of specific local features or assets e.g. the coast and the historic cities of Cambridge and Norwich. Proposals for tourism development should be fully sustainable in terms of their impacts on host communities, local distinctiveness and natural and built environments, including by avoiding adverse impact on sites of national, European or international importance for wildlife; and
- integrate with other plans and strategies for managing tourism, particularly local and regional tourism strategies and visitor management plans, especially those for regenerating seaside resorts and extending employment outside the traditional tourist season

ENG1 – Carbon Dioxide emissions and energy performance

Working with regional partners, EERA should consider the performance of the spatial strategy on mitigating and adapting to climate change through its monitoring framework and develop clear yardsticks against which future trends can be measured, which should inform the review of the RSS and the preparation of Local Development Documents. To meet regional and national targets for reducing climate change emissions, new development should be located and designed to optimise its carbon performance. Local authorities should:

encourage the supply of energy from decentralised, renewable and low carbon energy sources and through Development Plan Documents set ambitious but viable proportions of the energy supply of new development to be secured from such sources and the development thresholds to which such targets would apply. In the interim, before targets are set in Development Plan Documents, new development of more than 10 dwellings or 1000m² of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless this is not feasible or viable; and promote innovation through incentivisation, master planning and development briefs which, particularly in key centres for development and change, seek to maximise opportunities for developments to achieve, and where possible exceed national targets for the consumption of energy. To help realise higher levels of ambition local authorities should encourage energy service companies (ESCOs) and similar energy saving initiatives.

ENV1 – Green Infrastructure

Areas and networks of green infrastructure should be identified, created, protected, enhanced and managed to ensure an improved and healthy environment is available for present and future communities. Green infrastructure should be developed so as to maximise its biodiversity value and, as part of a package of measures, contribute to achieving carbon neutral development and flood attenuation. In developing green infrastructure opportunities should be taken to develop and enhance networks for walking, cycling and other non-motorised transport.

Local Development Documents should:

- define a multiple hierarchy of green infrastructure, in terms of location, function, size and levels of use, based on analysis of natural, historic, cultural and landscape assets, and the identification of areas where additional green infrastructure is required;
- require the retention of substantial connected networks of green space in urban, urban fringe and adjacent countryside areas to serve the growing communities in key centres for development and change; and
- ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets and protect sites of European or international importance for wildlife.

Assets of regional significance for the retention, provision and enhancement of green infrastructure include:

- the Norfolk and Suffolk Broads; the Norfolk Coast, Suffolk Coast & Heaths, Dedham Vale and Chilterns Areas of Outstanding Natural Beauty; and the Heritage Coasts (shown on the Key Diagram);
- other areas of landscape, ecological and recreational importance, notably the Community Forests (Thames Chase, Marston Vale and Watling Chase), the Brecks, Epping Forest, Hatfield Forest, the Lee Valley Regional Park and areas around the Stour Estuary, and
- strategically significant green infrastructure projects and proposals, such as the Great Fen Project, Wicken Fen Vision, the Milton Keynes to Bedford Waterway Park, and green infrastructure projects around the fringes of Greater London and associated corridors.

ENV2 – Landscape Conservation

In their plans, policies, programmes and proposals planning authorities and other agencies should, in accordance with statutory requirements, afford the highest level of protection to the East of England's nationally designated landscapes (Figure 5) – the Norfolk and Suffolk Broads, the Chilterns, Norfolk Coast, Dedham Vale, and Suffolk Coast and Heaths Areas of Outstanding

Natural Beauty (AONBs), and the North Norfolk and Suffolk Heritage Coasts. Within the Broads priority should be given to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area, promoting public enjoyment and the interests of navigation. Within the AONBs priority over other considerations should be given to conserving the natural beauty, wildlife and cultural heritage of each area.

Planning authorities and other agencies should recognise and aim to protect and enhance the diversity and local distinctiveness of the countryside character areas identified on Figure 6 by:

- developing area-wide strategies, based on landscape character assessments, setting long-term goals for landscape change, targeting planning and land management tools and resources to influence that change, and giving priority to those areas subject to most growth and change;
- developing criteria-based policies, informed by the area-wide strategies and landscape character assessments, to ensure all development respects and enhances local landscape character; and
- securing mitigation measures where, in exceptional circumstances, damage to local landscape character is unavoidable.

ENV3 – Biodiversity and Earth Heritage

In their plans, policies, programmes and proposals planning authorities and other agencies should ensure that internationally and nationally designated sites are given the strongest level of protection and that development does not have adverse effects on the integrity of sites of European or international importance for nature conservation. Proper consideration should be given to the potential effects of development on the conservation of habitats and species outside designated sites, and on species protected by law. Planning authorities and other agencies should ensure that the region's wider biodiversity, earth heritage and natural resources are protected and enriched through the conservation, restoration and re-establishment of key resources by:

- ensuring new development minimises damage to biodiversity and earth heritage resources by avoiding harm to local wildlife sites and, wherever possible, achieving net environmental gains in development sites through the retention of existing assets, enhancement measures, and new habitat creation;
- promoting the conservation, enhancement, restoration, re-establishment and good management of habitats and species populations in accordance with East of England regional biodiversity targets (Appendix B) and the priorities in the East of England Regional Biodiversity Map (Figure 7);
- identifying and safeguarding areas for habitat restoration and re-establishment, in particular large-scale (greater than 200 ha) habitat restoration areas which will deliver human and wildlife benefit;
- identifying, safeguarding, conserving, and restoring regionally important geological and/or geomorphological sites and promoting their good management;
- ensuring the appropriate management and further expansion of wildlife corridors important for the migration and dispersal of wildlife;
- having regard to the need for habitats and species to adapt to climate change; and
- establishing networks of green infrastructure, maximising their biodiversity value, as provided for under Policy ENV1.

The East of England Regional Assembly and its partners should work with authorities in neighbouring regions on strategic natural resource and biodiversity issues in areas such as the Chilterns, the Wash and Thames Estuary.

ENV6 – The Historic Environment

In their plans, policies, programmes and proposals local planning authorities and other agencies should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, places and landscapes, including historic parks and gardens and those features and sites (and their settings) especially significant in the East of England:

- the historic cities of Cambridge and Norwich;
- an exceptional network of historic market towns;
- a cohesive hierarchy of smaller settlements ranging from nucleated villages, often marked by architecturally significant medieval parish churches, through to a pattern of dispersed hamlets and isolated farms;
- the highly distinctive historic environment of the coastal zone including extensive submerged prehistoric landscapes, ancient salt manufacturing and fishing facilities, relict sea walls, grazing marshes, coastal fortifications, ancient ports and traditional seaside resorts;
- formal planned settlements of the early twentieth century, including the early garden cities, and factory villages;
- conservation areas and listed buildings, including domestic, industrial and religious buildings, and their settings, and significant designed landscapes;
- the rural landscapes of the region, which are highly distinctive and of ancient origin; and
- the wide variety of archaeological monuments, sites and buried deposits which include many scheduled ancient monuments and other nationally important archaeological assets.

H1 – Regional Housing Provision 2001 – 2021

Through managing the supply of land for housing in accordance with PPS3, their Local Development Documents, and in determining planning applications local planning authorities should facilitate the delivery of at least 508,000 net additional

dwellings over the period 2001 to 2021. Taking account of completions of 105,550 between 2001 and 2006 the minimum regional housing target 2006 to 2021 is 402,540. District allocations should be regarded as minimum targets to be achieved, rather than ceilings which should not be exceeded. Local planning authorities should plan for delivery of housing for at least 15 years from the date of adoption of the relevant development plan documents. In doing so they should assume that the average annual rate of provision after 2021 will be the same as the rates in this policy for 2006 to 2021 or 2001 to 2021, whichever is the higher.

When bringing forward land for housing they should take account of:

- the spatial strategy (Policies SS1 to SS9);
- the need for co-ordination and consistency of approach between neighbouring authorities; and
- co-ordination of development with necessary transport and other infrastructure provision, including provision for adequate water supply and waste water treatment, as provided for under Policy WAT 2.

The minimum regional housing provision is distributed as follows:

Minimum to build	Of which already built	Minimum still to build
10,200	2,560 (510)	7,640 (510)

Figures include about 3,200 on the edge of Ipswich as part of the Ipswich policy area...

H2 – Affordable Housing

Within the overall housing requirement in Policy H1, Development Plan Documents should set appropriate targets or affordable housing taking into account:

- the objectives of the RSS;
- local assessments of affordable housing need, as part of strategic housing market assessments;
- the need where appropriate to set specific, separate targets for social rented and intermediate housing;
- evidence of affordability pressures; and
- the Regional Housing Strategy.

At the regional level, delivery should be monitored against the target for some 35% of housing coming forward through planning permissions granted after publication of the RSS to be affordable.

H3 – Provision for Gypsies and Travellers

Local authorities should make provision for sites/pitches to meet the identified needs of Gypsies and Travellers living within or resorting to their area. Pending the single issue review to this RSS on Gypsy and Traveller accommodation needs, provision in Local Development Documents and decisions on planning applications should be based on the latest available information on need within the region and local area, in the context of the urgent need for improved provision across the region.

HG1 – Strategy for the Sub-region

The sub-regional strategy aims to achieve transformational development and change throughout Haven Gateway which will:

- develop the diverse economy of the sub-region, including provision for the needs of an expanding tourism sector, support for the establishment and expansion of ICT clusters and recognition of the potential and need for employment growth in the smaller towns;
- support existing and proposed academic, scientific and research institutions;
- regenerate the sub-region to address unemployment, deprivation and social issues;
- provide for major housing growth at the key centres of Colchester and Ipswich.

HG2 – Employment Generating Development

Local Development Documents should provide an enabling context for not less than 50,000 additional jobs in Haven Gateway distributed as in Policy E1. The local authorities, supported by regional and local partners, should facilitate this increase in jobs by promoting a competitive sub-regional business environment through:

- supporting the maintenance and appropriate expansion of the ports, maritime and related activities, recognising the role they play in making the sub-region a major economic growth point and approved proposals for container handling capacity at Bathside Bay and Felixstowe South;
- promoting the urban areas of Colchester and Ipswich as major centres of employment;
- providing appropriate sites, premises and infrastructure to attract a diverse range of employment to Ipswich, Colchester, Harwich, Felixstowe and Clacton;

- regeneration initiatives in Colchester (St Botolphs, North Station, East and North Colchester and the Garrison), Ipswich Waterfront and Village, Felixstowe (including measures to address its falling status as a resort), Harwich, Clacton, Jaywick and smaller scale projects elsewhere, with a focus on employment diversification and other social aims as well as physical renewal.

HG3 – Transport Infrastructure

Priorities for transport in the sub-region should focus on the urban centres of Colchester and Ipswich and on the strategic infrastructure and services to facilitate access to and from the Haven Ports.

T1 – Regional Transport Strategy Objectives and Outcomes

To implement the vision and objectives of the Regional Spatial Strategy, the following objectives of this RTS give a clear priority to increase passenger and freight movement by more sustainable modes, while reflecting the functionality required of the region's transport networks:

- to manage travel behaviour and the demand for transport to reduce the rate of road traffic growth and ensure the transport sector makes an appropriate contribution to reducing greenhouse gas emissions;
- to encourage efficient use of existing transport infrastructure;
- to enable the provision of the infrastructure and transport services necessary to support existing communities and development proposed in the spatial strategy;
- to improve access to jobs, services and leisure facilities.

The successful achievement of the objectives will lead to the following outcomes:

- improved journey reliability as a result of tackling congestion;
- increased proportion of the region's movements by public transport, walking and cycling;
- sustainable access to areas of new development and regeneration;
- safe, efficient and sustainable movement between homes and workplaces, education, town centres, health provision and other key destinations;
- increased proportion of freight movement by rail;
- safe, efficient and sustainable movement of passengers and freight to and from the region's international gateways
- economic growth without a concomitant growth in travel;
- improved air quality; and
- reduced greenhouse gas emissions.

T10 – Freight Movement

Priority should be given to the efficient and sustainable movement of freight, maximising the proportion of freight carried by rail and water where those are the most efficient modes:

- high priority should be given to measures to provide adequate rail freight capability and capacity on routes to the region's major ports of Bathside Bay (Harwich), Felixstowe, London (including Tilbury), and London Gateway;
- provision should be made for at least one strategic rail freight interchange at locations with good access to strategic rail routes and the strategic highway network, unless more suitable locations are identified within London or the South East for all three to four interchanges required to serve the Greater South East;
- existing well-located freight wharves and facilities for rail and water freight interchange should be safeguarded for future use where there is a reasonable prospect of developing them for port operational uses. Improved provision should be made in locations with good road and rail access; and
- previously used rail accessible sites, including those owned by non-railway bodies, should be protected from development for non rail-based uses where there is a reasonable prospect of developing them for rail freight use.

T11 – Access to Ports

Access to the region's ports should be managed and enhanced to support their development and enable them to contribute to national and regional objectives for economic growth and regeneration.

In accordance with Policy T10, a key priority will be to maximise the proportion of freight, particularly longer distance freight, by modes other than road, consistent with commercial viability.

T2 – Changing Travel Behaviour

To bring about a significant change in travel behaviour, a reduction in distances travelled and a shift towards greater use of sustainable modes, regional and local authorities, transport providers and other delivery agencies should implement policies to:

- raise awareness of the real costs of unsustainable travel and the benefits and availability of sustainable alternatives;
- encourage the wider implementation of workplace, school and personal travel plans;
- introduce educational programmes for sustainable travel;

- invest in business initiatives, including but not limited to tele-working, and other means of decoupling economic activity from the need for travel;
- investigate ways of providing incentives for more sustainable transport use; and
- raise awareness of the health benefits of travel by non-motorised modes.

T7 – Transport in Rural Areas

In rural areas priority should be given to providing sustainable access from villages and other rural settlements to market towns and urban areas. Measures should include:

- support for public transport where viable, walking and cycling, to improve accessibility to services;
- innovative approaches to local transport provision including community based transport initiatives, delivering services to remote areas and measures to assist people without use of a vehicle; and
- support for increasing the availability and use of communications technology to reduce dependency on travel.

WAT4 – Flood Risk Management

Coastal and river flooding is a significant risk in parts of the East of the England. The priorities are to defend existing properties from flooding and locate new development where there is little or no risk of flooding.

Local Development Documents should:

- use Strategic Flood Risk Assessments to guide development away from floodplains, other areas at medium or high risk or likely to be at future risk from flooding, and areas where development would increase the risk of flooding elsewhere;
- include policies which identify and protect flood plains and land liable to tidal or coastal flooding from development, based on the Environment Agency's flood maps and Strategic Flood Risk Assessments supplemented by historical and modelled flood risk data, Catchment Flood Management Plans and policies in Shoreline Management Plans and Flood Management Strategies, including 'managed re-alignment' where appropriate;
- only propose departures from the above principles in exceptional cases where suitable land at lower risk of flooding is not available, the benefits of development outweigh the risks from flooding, and appropriate mitigation measures are incorporated; and
- require that sustainable drainage systems are incorporated in all appropriate developments. Areas of functional floodplain needed for strategic flood storage in the Thames Estuary should be identified and safeguarded by local authorities in their Local Development Documents.

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- include policies which identify and protect flood plains and land liable to tidal or coastal flooding from development, based on the Environment Agency's flood maps and Strategic Flood Risk Assessments supplemented by historical and modelled flood risk data, Catchment Flood Management Plans and policies in Shoreline Management Plans and Flood Management Strategies, including 'managed re-alignment' where appropriate;
- only propose departures from the above principles in exceptional cases where suitable land at lower risk of flooding is not available, the benefits of development outweigh the risks from flooding, and appropriate mitigation measures are incorporated; and
- require that sustainable drainage systems are incorporated in all appropriate developments. Areas of functional floodplain needed for strategic flood storage in the Thames Estuary should be identified and safeguarded by local authorities in their Local Development Documents.

CORE STRATEGY PREFERRED OPTIONS COMMENT FORM

Please note the following before completing this form: -

- You are recommended to use this form as it will enable us to deal with your comments accurately and efficiently.
- Please complete all sections fully and clearly in pen.
- Please use one form per comment/objection. You may obtain more forms via the Council's Offices or alternatively, your comments can be submitted efficiently online via the Council's website consultation system at: <http://www.suffolkcoastal.gov.uk/yourdistrict/planning/review/>
- Comments cannot be treated confidentially and will be made public.

NAME & ADDRESS:	Telephone:
	Email:
AGENT'S DETAILS (if applicable):	Telephone/Fax:
	Email:

Which part of the Core Strategy are you commenting upon?

Section: _____ **Paragraph:** _____

Are your responses supporting, objecting or generally commenting? (please tick)

☐

Supporting

☐

Objecting

☐

General comments

Please indicate, concisely, the nature of your support/objection or other comments (continue on a separate sheet if necessary).

If you are objecting to any area of the Core Strategy, please indicate what changes you would like made (please continue on a separate sheet if necessary).

SIGNED:

DATED:

Thank you for your comments.

Please return this form by post or email to:

**LDF Core Strategy Preferred
Options Consultation,
Planning Services,
Suffolk Coastal District Council,
Council Offices,
Melton Hill,
Woodbridge,
Suffolk, IP12 1AU**

development.policy@suffolkcoastal.gov.uk

**COMMENTS MUST BE SUBMITTED NO LATER THAN
Monday 16th February 2009**



Suffolk Coastal
Local Development
Framework