



Local Development Framework

**Reviewed Core Strategy &
Development Management Policies**

Development Plan Document

Consultation draft – November 2010

LOCAL DEVELOPMENT FRAMEWORK

REVIEWED CORE STRATEGY and DEVELOPMENT MANAGEMENT POLICIES DEVELOPMENT PLAN DOCUMENT

Consultation November 2010

FOREWORD

Welcome to Suffolk Coastal's Core Strategy, the first and central part of our new Local Development Framework ('LDF') which will guide the future development of the district to 2027. In so doing, it will provide the framework within which more detailed local community led planning, such as parish plans, can take place.

Having evolved over a considerable period, the Core Strategy process was put on hold in May 2010 when the new government told all council's that the regional targets for new homes,(Regional Spatial Strategies) would be abolished and that each council should now decide how many new homes and jobs are right for their area. But they have also strongly emphasised their policy to encourage the building of new homes that the nation needs, and that Councils should proceed as soon as possible to complete their LDF's.

In response to these changes we have been reviewing the Core Strategy on the basis of local circumstances, statistics and aspirations, including the need for a strong economy whilst protecting the unique quality of life we enjoy in our District.

Our review has resulted in a reduction in the number of new homes being planned and we have concluded that a cautious approach is appropriate for the time being.

Accordingly, this updated version of the Core Strategy has been produced (the Reviewed Core Strategy), on which your comments are now sought. Following consideration by Scrutiny, and the results of this consultation, and subject to agreement, with any updates, by Cabinet and Council, it will eventually replace the Interim Core Strategy and progress to independent examination and final adoption.

The key change from the Interim Core Strategy is in relation to the amount and timing of new housing now proposed. It adopts a more flexible approach than before, particularly in relation to the more rural part of the district, to reflect the potential for additional small scale housing growth through the Governments new Community Right to Build.

The Reviewed Core Strategy sets out a vision and plan for the future for the community as a whole, as it exists now and into the future and for the benefit of future generations. The Strategy aims to ensure that people in our area can have

- A home
- A job
- A pleasant place to live and to work
- An environment protected and valued for its own sake;
- that businesses large and small can prosper; and
- Access to a wide range of facilities and services needed to support them, by providing the baseline information against which service providers can plan and invest.

Other changes include amendments to delete references to the Regional Spatial Strategy, to reflect as best as possible evolving national policy and other minor changes and updates where this would help clarification and understanding.

We commend it to you all

Ray Herring
Leader of the Council

Andy Smith
Deputy Leader of the Council
Cabinet Member for Planning

STOP PRESS

This Reviewed Core Strategy has been prepared in the context that Regional Spatial Strategies were revoked, as announced by the Secretary of State, on 6th. July 2010. References to the Regional Spatial Strategy (East of England Plan) have therefore been removed, and the Strategy accordingly based on government policy as defined in Planning Policy Statements, on locally based analyses of economic and population growth and other relevant circumstances applicable to the Suffolk Coastal District. This approach is in line with a number of statements by the Coalition Government, in the Coalition Agreement and elsewhere.

However, just as this document was being finalised for printing, the High Court ruled on 10th November 2010 that the revocation of Regional Spatial Strategies by the Secretary of State without parliamentary scrutiny was unlawful. Therefore – at least for the time being - the RSS remains a fundamental part of the 'Development Plan'. Nevertheless, the Government have reiterated their intention to revoke Regional Spatial Strategies under the 'Localism Bill' to be introduced to Parliament before the end of the year, with the intent that it will be enacted during the current Parliamentary Session by the autumn of 2011.

The current timetable for the outstanding stages of the statutory process towards final adoption of the Core Strategy means that it would be unlikely to be adopted before early in 2012 at the soonest. It is therefore extremely likely that by the time the Revised Core Strategy can be adopted, following Examination in Public, the situation will have reverted to that in which this draft has been prepared, with local and national rather than regional requirements being the basis for policies.

The Council therefore believes that it is appropriate to proceed with public consultation on this Revised Core Strategy, based on the stated policy intent of the Government, in order to avoid as far as possible further major delays, with the consequent continuing uncertainty about the future of development in the District, which is wholly unsatisfactory for all the parties involved.

Further decisions about subsequent stages of the process will be taken as required, taking into account the relevant regulatory and other circumstances at each stage.

POLICY CONTEXT FOR REVIEWED CORE STRATEGY

Since the change of Government at the General Election on 6th May 2010 the Government has announced its intention to change a variety of statutory and other policies affecting the planning system and other areas relevant to matters contained in the Reviewed Core Strategy.

At the time of writing in November 2010, many of these matters remain statements of intent in regard to future policy, but legislation or other regulatory instruments are not yet in place. In other cases outcomes with regard to either the future of various relevant bodies and / or funding streams and mechanisms will take some time to become clear.

Conversely, it is essential that progress is made without further delay towards finalisation and eventual adoption of this Core Strategy for Suffolk Coastal District both to accord with government's strong guidance to that end and to avoid continuing uncertainty about the future of the District, which is unsatisfactory to all the parties concerned.

Accordingly, there are a variety of instances in the document where reference is necessarily made to some of the areas of ongoing change. The current document has been drafted to accord with the best information available at the time of writing, and future updates may be required as these issues are clarified. Brief notes on certain of these issues are summarised below.

Government policy on Sustainable Development, including provision of new homes.

Since the election of the Coalition Government, there has been a series of ministerial statements and letters and other government documents outlining emerging government policy on planning and housing issues. Implementation of many of these will be dependent on legislation yet to be published, nevertheless the major direction in which policy is likely to move is now clear at the time of writing in November 2010.

Two significant commitments by government have become clear:

- The Localism agenda - to roll back centralism and return much more control to local councils and communities
- To ensure significant and sustained increases in house building, in order to provide the homes which the nation needs

These are combined most obviously in the decision to abolish Regional Spatial Strategies in favour of local policy making in regard to new homes provision – which government sees as a way to begin to encourage communities to accept the needs for homes on a local basis.

They are also bringing forward incentives for areas where homes are provided, under the 'New Homes Bonus' scheme whereby government will make grants to local authorities equivalent to the average Council Tax for each new property for each of six years after it is built. It is expected that these could be used to assist with the provision of infrastructure, or as more direct benefits to communities involved. (However that may in the long term be of limited scale as after the first 4 years, it will be funded by matching reductions in the government grant ('Formula Grant') to councils to fund their routine services.)

There have been a number of statements underlining Ministers' commitment to increase provision of new homes, and also to ensure timely delivery of Local Delivery Frameworks.

Appendix D contains a number of extracts of the most relevant of these, and Appendix E contains copies of a number of the relevant documents. Others, such as the Coalition Agreement, are readily available on the public record.

This Reviewed Core Strategy has been produced in order to comply as far as possible in the current circumstances with all of the above.

Many of these matters will become increasingly clear in the immediate future, and their effect on policies in this Core Strategy will be monitored closely and included in the consideration of any amendments for future reviews which may become necessary.

Regional Spatial Strategies

The Government has abolished the East of England Regional Assembly, and also revoked Regional Spatial Strategies, in our case the East of England Plan (but see Stop Press). Accordingly the policies contained in the Core Strategy have been reviewed so as to be based on national and local policies, data and circumstances, rather than regional policies. However, much of the evidence base gathered at regional level remains valid and relevant and due account has been taken of that where appropriate.

More fundamentally, the reality is that Suffolk Coastal District does not exist in isolation, but as a matter of fact is part of the East of England and of the local sub-region around Ipswich and the major ports as well as a number of other regional influences. These interdependencies are fundamental to the future of the District, and the Core Strategy continues to take account of them where appropriate. In some instances it is necessary to retain references to documents or issues in that context.

The Haven Gateway.

This partnership was set up in 2001 as a sub-regional body to recognise the common interests of the areas surrounding and influenced by the major ports of Felixstowe, Ipswich, Harwich and Parkestone Quay. It was later defined in 2006 as having Growth Point status under the previous government's growth strategy, and as such was the mechanism for allocation and distribution of significant government funds under that strategy. The Coalition Government has announced major changes to policy on funding to support growth, and that role for the Haven Gateway is possibly no longer relevant. However the Partnership itself continues in being at present under its original remit. As with the Region as noted above, it remains the case that the southern part of the District, at least, is in fact part of the area and the infrastructure represented by the Haven Gateway, which in that sense remains directly relevant. Specifically a number of studies, notably related to transport and to green infrastructure, produced under this banner remain directly relevant, reference to those is accordingly retained in the Core Strategy.

The Ipswich Policy Area

The Ipswich Policy Area was defined under the Regional Spatial Strategy, with specific boundaries and used as a vehicle for defining various policies, notably allocations for housing growth. In that formal sense it has ceased to exist along with the RSS. However it again is a matter of fact that the major regional centre of Ipswich is a fundamental part of the context for Suffolk Coastal District, and the interrelationships of commerce, shopping, transport, housing, recreation and many other matters are inextricably linked in a single entity. Accordingly, policies in Suffolk Coastal and the adjoining Borough and Districts must remain linked and mutually supportive. That situation is fundamental to a number of issues affecting the Core Strategy and it remains fully recognised where relevant. In order to avoid confusion, the term Ipswich Policy Area is no longer used. However the less formal recognition of a similar concept within the boundaries of Suffolk Coastal District is referred to in the Core Strategy as the Eastern Ipswich Plan Area.

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Appendices

A – Haven Gateway Diagram

B – Glossary

C – Evidence Base Bibliography

D – Key Extracts from ~Coalition Government Statements

E – Full Copies of Certain Original Letters Referred to in Appendix D

PREFACE

The Overarching Vision Of Suffolk Coastal In 2027

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

Climate Change and the Environment

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

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

Housing and the Economy

The district’s economy will be diverse in its range, continuing to support a large number of small and medium sized businesses, but will be amongst the national leaders in terms of those economic sectors vital to a post-recession UK economy e.g.

- The low carbon economy;
- Information, technology, communications research and development;
- Transport and logistics

Agriculture will also remain a vital sector. The importance of tourism will have increased. The value of the District’s economy to the wider national economic objectives will have been realized and with it investment secured in the range of infrastructure necessary to support and maintain it. Enterprise will continue to be encouraged in rural areas and market towns

To support this strong and diverse economy will be a workforce that possesses appropriate skills for local employment in these growth sectors, but also for the locally oriented economy, as suitable training and employment opportunities will exist. There will no longer be the need for a disproportionate number of educated young people to leave the district to find work or further education. There will also be adequate opportunity for young people in the lower skills bracket to find work and develop the right skills and qualifications to secure work locally. To fill initial skill shortages and to bridge skill gaps as key sectors of the economy develop and expand, the local workforce will have been bolstered by skilled workers from outside of the district

A range of new homes will be provided, including those for sale, for private rent and in the form of affordable housing, such as social rent. This will enable the workforce to live and work locally, and to enhance existing communities. 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

To support the delivery of new homes and the strengthening of our economy, the transport infrastructure will be improved. This will include improvements to the bus and rail network as well as introducing traffic management measures, to the A14 and A12, and other routes as required.

Community Well-being

All the people who live in Suffolk Coastal will have equal access to basic services, supported in part by new, high speed broadband connections as promised by national government. 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.

The build up of community partnerships and enterprise, through community led planning in response to the drive towards localism, will be an important part of all peoples' lives. It will offer local solutions to local issues and priorities within the context of the Local Development Framework. One of the roles of the LDF will have been to ensure that the necessary infrastructure, services and facilities required to support the new development it promotes has been provided in a timely manner. Communities will be cohesive and inclusive. The incidences of poverty will have reduced through improved opportunities in education, jobs, healthcare; and for a decent home etc.

OBJECTIVES		SUPPORTING POLICIES TO ACHIEVE THE VISION & OBJECTIVES				
		STRATEGIC POLICIES		DEVELOPMENT MANAGEMENT POLICIES		
SPATIAL and sustainability						
Obj 1	Sustainability	SP1	Sustainable Development			
		SP13	Nuclear Energy		Site specific policies will follow in the 'Site Specific Allocations and Site Specific' document.	
		SP19	Settlement Policy			
		SP20	Area east of Ipswich		Consultation on the Site Specific Allocations and Policies document has been carried out on the 'Issues and Options' stage. Further progress on these documents will follow shortly after the adoption of the Core Strategy	
		SP21	Felixstowe/Walton & Trimley villages			
		SP22	Aldeburgh			
		SP23	Framlingham			
		SP24	Leiston			
		SP25	Saxmundham			
		SP26	Woodbridge			
		SP27	Key and Local Service Centres			
		SP28	Other villages			
		SP29	The Coastal Zone			
HOUSING						
Obj 2	Housing Growth	SP2	Housing Numbers	DM1		Affordable Housing on Exception Sites
Obj 3	Local Housing	SP3	New Housing	DM2	Affordable Housing on Residential Sites	
		SP4	Gypsies Travellers and Travelling Showpeople	DM3	Housing in the Countryside	
				DM4	Housing in Clusters in the Countryside	
				DM5	Conversions and Houses in Multiple Occupation	
				DM6	Residential Annexes	
				DM7	Infilling and Backland Development	
				DM8	Extensions to Residential Curtilages	
				DM9	Gypsies, Travellers and Travelling Showpersons	
THE ECONOMY						
Obj 4	Economic Development	SP5	Employment Land	DM10	Protection of Employment Sites	
		SP6	Regeneration	DM11	Warehousing and Storage	
Obj 5	The Rural Economy	SP7	Economic Development in the Rural Areas	DM12	Expansion and Intensification of Employment Sites	
Obj 6	Tourism					
Obj 7	Felixstowe and the Market towns	SP8	Tourism	DM13	Conversion and Re-Use of Redundant Buildings in the Countryside	
		SP9	Retail Centres			
Obj 8	Transport	SP10	A14 & A12	DM14	Farm Diversification	
		SP11	Accessibility	DM15	Agricultural Buildings and Structures	
				DM16	Farm Shops	
				DM17	Touring Caravan and Camping Sites	
				DM18	Static Holiday Caravans, Cabins and Chalets	
				DM19	Parking Standards	
				DM20	Travel plans	
THE ENVIRONMENT						
Obj 9	Climate Change	SP12	Climate Change	DM21	Design: Aesthetics	
Obj 10	The Coast	SP14	Biodiversity and Geodiversity	DM22	Design: Function	
Obj 11	Protecting and Enhancing the Physical Environment	SP15	Landscape and Townscape	DM23	Residential Amenity	
				DM24	Sustainable Construction	
				DM25	Art	
				DM26	Lighting	
Obj 12	Design			DM27	Biodiversity and Geodiversity	
				DM28	Flood Risk	
				DM29	Telecommunications	
COMMUNITY AND WELL-BEING						
Obj 13	Accessibility	SP16	Sport and Play	DM30	Key Facilities	
Obj 14	Green infrastructure	SP17	Green Space	DM31	Public Buildings	
Obj 15	Physical and Community Infrastructure	SP18	Infrastructure	DM32	Sport and Play	
				DM33	Allotments	

How to Use this Document and What is its Status

- i) The Core Strategy is a Development Plan Document (DPD) which once adopted will form part of the Local Development Framework (LDF). Reference, is often made to it as “the Plan” given its role in planning the future of the District of Suffolk Coastal. Until such time as it is formally adopted, i.e. once it has been subjected to independent examination by a planning inspector and found “sound”, its status is as a material consideration in the determination of planning applications and in relation to enforcement. “Saved” policies from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) which the LDF will eventually replace; and national planning policy carry greater weight in terms of the decision making process.
- ii) The Core Strategy must be read as a whole. All policies (with their strategic objectives) are interrelated and should be read together, to understand their combined effect upon a planning proposal. Unless otherwise stated, the policies apply across the whole Suffolk Coastal area and are designed to pro-actively manage development across the District up to 2027. In relation to the Core Strategy development proposals will be judged firstly in terms of their policy compliance, but also for the contribution they make to the delivery of the strategic objectives and targets. Taken together it should be possible to tell, at least in principle, if a development proposal, whatever its size, type or location is acceptable or not from policies contained in the Core Strategy document. It will still nonetheless be necessary to look at more detailed individual circumstances each time.
- iii) This document contains both Strategic and Development Management Policies. Where there is a direct relationship, this is indicated. Similarly, the evidence base that justifies a particular policy or the text associated with it is noted as appropriate.
- iv) Further information relating to the LDF for the Suffolk Coastal area including all the previous consultation documents, the Interim Core Strategy and supporting evidence and reports can be found at www.suffolkcoastal.gov.uk.
- v) Of particular interest to and as a starting point for many people will be the settlement within which they live or work – its perceived status and the opportunities for development or expansion. In this respect the Core Strategy contains a “Settlement Hierarchy” and the diagram overleaf sets out how this works and where policies specific to a particular town or village can be found within the document.

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

STEP 1: See page 79 for Policy SP19: Settlement Hierarchy:

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

The Settlement Hierarchy is a planning tool which seeks to understand how existing settlements function and meet the needs of their communities now and as they could do in the future:-

STEP 3: Identify the scale of development for housing, employment and retail that would be considered appropriate for each settlement type

See page 81, Table 4.2 for a summary of the scale of development envisaged

The larger settlements have specific policies relating to them:

- Eastern Ipswich Plan Area – page 84 and policy SP20
- Felixstowe – page 90 and policy SP21
- Aldeburgh – page 96 and policy SP22
- Framlingham – page 97 and policy SP23
- Leiston – page 98 and policy SP24
- Saxmundham – page 99 and policy SP25
- Woodbridge – page 100 and policy SP26

STEP 2: Locate a specific settlement within the hierarchy classification

See page 77 and Table 4.1: Settlement Hierarchy Classification showing where each settlement fits in. Location within the hierarchy is based around both the size of the settlement and the range of facilities which it provides

STEP 4 Key Diagram

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

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

OTHER KEY TABLES AND DIAGRAM within this document

How much housing is needed between 2001 and 2027	Page 38
How the housing will be distributed across the district	Pages 41
How the policies will be monitored	Page 140
Key Diagram	Page 161

1 INTRODUCTION

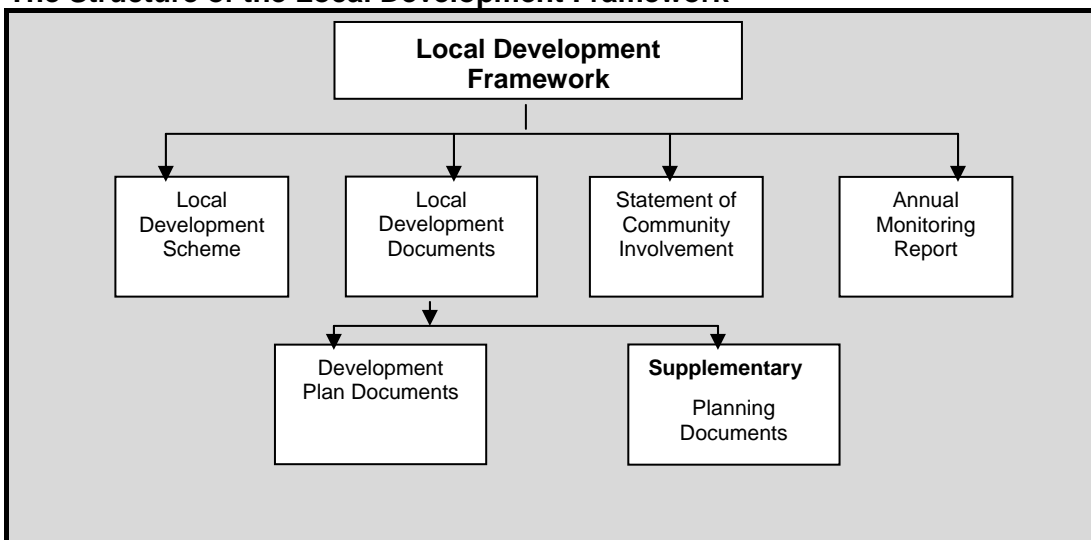
The Local Development Framework (LDF)

- 1.01 The Local Development Framework when completed will consist of a suite of documents, which in time will replace in total the “saved” policies from the increasingly outdated Suffolk Structure Plan and the Suffolk Coastal Local Plan. For the present however the Development Plan as it relates to the Suffolk Coastal district consists of:
- the “saved” policies from the Suffolk Structure Plan 2001;
 - The “saved” policies from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) 2001 and 2006;
 - Suffolk Minerals Core Strategy Development Plan Document (DPD)
 - Suffolk Minerals Site Specific Allocations (DPD)

In addition to these, national policy guidance and the Interim Core Strategy remain as material considerations in the determination of development proposals. For most issues the District Council is the appropriate local planning authority. For matters relating to minerals and waste however this responsibility currently lies with the County Council.

- 1.02 When complete the LDF will comprise a number of related documents (see diagram). The first and most significant of these is this, the Core Strategy, which establishes the basis and context for the rest..This document also contains generic Development Management Policies covering the whole district that will be used by the Council and its councillors to decide future planning applications.

The Structure of the Local Development Framework



Purpose and Content of the Core Strategy

- 1.03 The Core Strategy is the first document to be produced as part of the LDF for the Suffolk Coastal area. It sets out in strategic terms the Council’s overall approach to future development for the period to 2027. It sets out the principles as to where development of different scales should take place and the key factors that will need to be taken into account when considering individual proposals.
- 1.04 The theme at the heart of the new system is “spatial” planning, a process of place shaping and delivery. It firmly links planning policies and planning decisions into the long-term vision for the future of the district, so that local priorities and needs can be fully

taken on board. This means both taking into account and directly influencing, the economic, social and environmental goals of other strategies and programmes, including those of other organisations such as key service and infrastructure providers, to ensure that where development is proposed it can be fully supported. For this reason priorities in any one part of the district may well be different to other areas. An important aspect of the Core Strategy is to recognise these local spatial differences and ensure that the spatial vision, spatial strategy and policies focus on addressing issues appropriate to those specific areas, or across the whole district. The new localism agenda, the emphasis on community led plans and the opportunities under Community Right to Build provide further opportunity for individual communities to become more proactively involved and to work directly with service providers etc to further shape their communities within this wider framework. It offers an increased level of flexibility to secure new small scale home provision, to meet the identified needs of many of the District's smaller rural communities.

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

The Preparation Process, including Public Consultation

- 1.06 The Statement of Community Involvement (adopted July 2006) is part of the LDF and sets out how the Council will involve the community in the preparation of all the LDF documents. The Core Strategy has been prepared in accordance with that Statement. To get to this advanced stage, the Core Strategy has evolved and developed through five separate rounds of public consultation plus numerous workshops and sessions with Town and Parish Councils.
- 1.07 The consultation exercises were undertaken at key stages in the preparation process namely:-
- Vision and Objectives (March 2006)
 - Issues and Options (Feb 2007)
 - Further Issues and Options: Potential Directions for Strategic Housing Growth in respect of Felixstowe/Trimleys and the Ipswich Policy Area (Feb 2008)
 - Core Strategy and Development Control Policies: 'Preferred Options' (Dec 2008)
 - Updated Preferred Housing Distribution (Sept. 2009)
- 1.08 At each stage the strategy has evolved as options and choices have been debated and a way forward agreed, having considered the responses received, other contributory evidence and changing external circumstances.
- 1.09 Following the last round of consultation the Core Strategy was adopted by the Council on 18th March 2010 as interim planning policy, with the intention that the document be progressed through to formal Submission, independent examination and Adoption. That decision preceded the change of Government and the subsequent changes to the planning regime, notably the (intended) revocation of the Regional Spatial Strategies and the localism agenda. It is in direct response to those changes at the national level that

the Core Strategy has been reviewed in the updated policy context and this revised document produced and with it the opportunity for additional comment.

National and Local Policy Context

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

National Planning Guidance

- 1.11 Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) set out the Government's national policies on different aspects of spatial planning in England. They cover a wide variety of topics, foremost amongst which is the requirement to ensure that sustainable development is delivered through planning at the local level Planning Policy Statement 1 - Delivering Sustainable Development; (2005)). Planning Policy Statement 3 – Housing (June 2010) and Planning Policy Statement 4 Planning for Prosperous Economies (Dec 2009) in particular have informed the revisions set out in this document. The Government intention in the longer term is to provide a single set of national policy guidance with which LDF's will need to conform.
- 1.12 The policies and advice contained in them must be taken into account by local planning authorities in the preparation of their LDF, whose role is to set out how these national policies will be interpreted at the local level.

Regional Guidance – See stop press and policy context for Reviewed Core Strategy

Sustainable Community Strategy

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

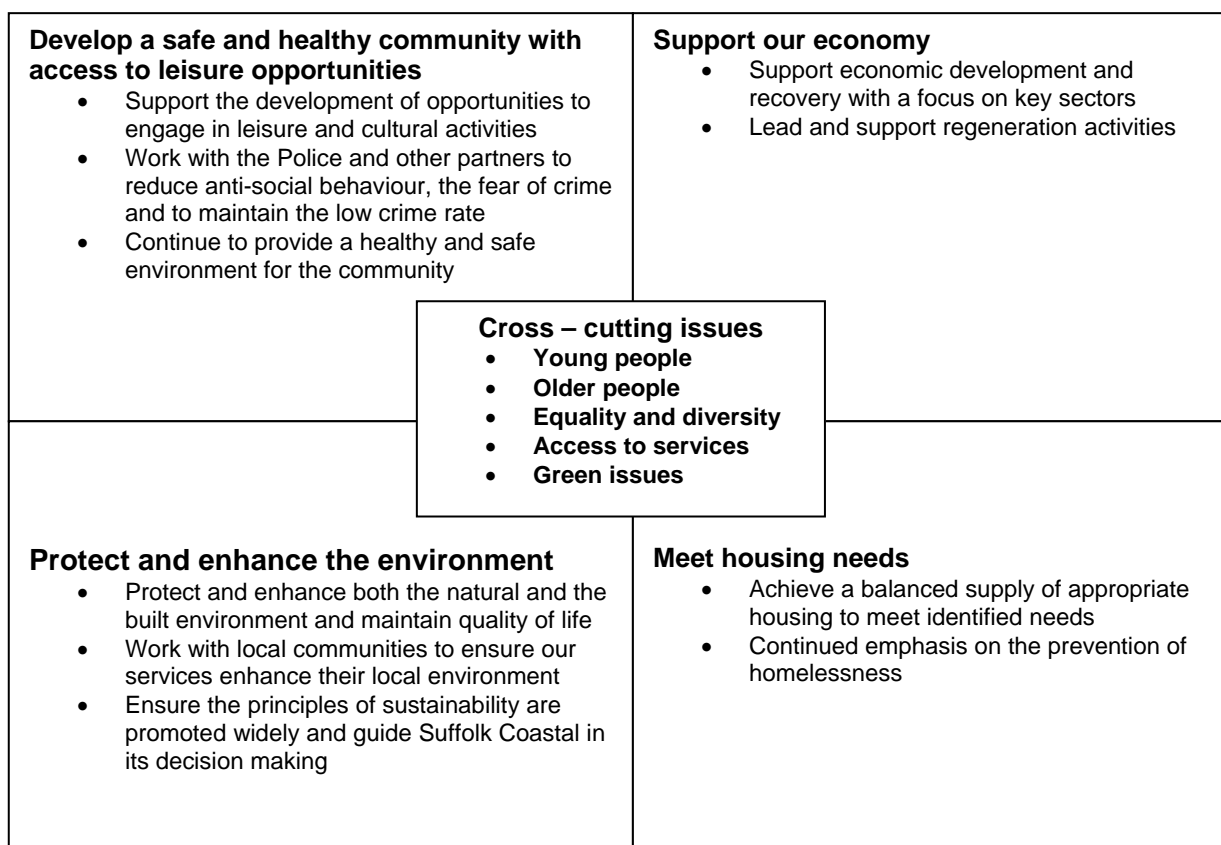
7. **Community safety**
8. **Coastal and estuary management**
9. **Housing**
10. **Support for vulnerable people to live independent lives in their community**

Suffolk Coastal District Council's Own Overall Vision and Priorities

- 1.17 The District Council's Corporate Vision for the future of Suffolk Coastal is that, building upon the best of the present, it should be a district where people:

"Want to live and to invest, Care for others and the Environment"

- 1.18 The Council's goal is to help, with other relevant bodies, to realise this vision by ensuring that Suffolk Coastal remains a place where the community continues to enjoy the highest 'Quality of Life' and receive top quality efficient services from the Council. To achieve this, the Council will focus on a number of priorities as set out in the diagram below.



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

Validation Processes

- 1.19 Sustainability Appraisal (SA) is a mandatory process under the Planning and Compulsory Purchase Act 2004 for the production of LDFs. This ensures that wider social, environmental and economic effects of the policies and proposals contained within the adopted documents are fully assessed. A Sustainability Appraisal of this Revised Core Strategy, including its Development Management Policies and strategic housing locations, has been carried out by an independent and objective party. This

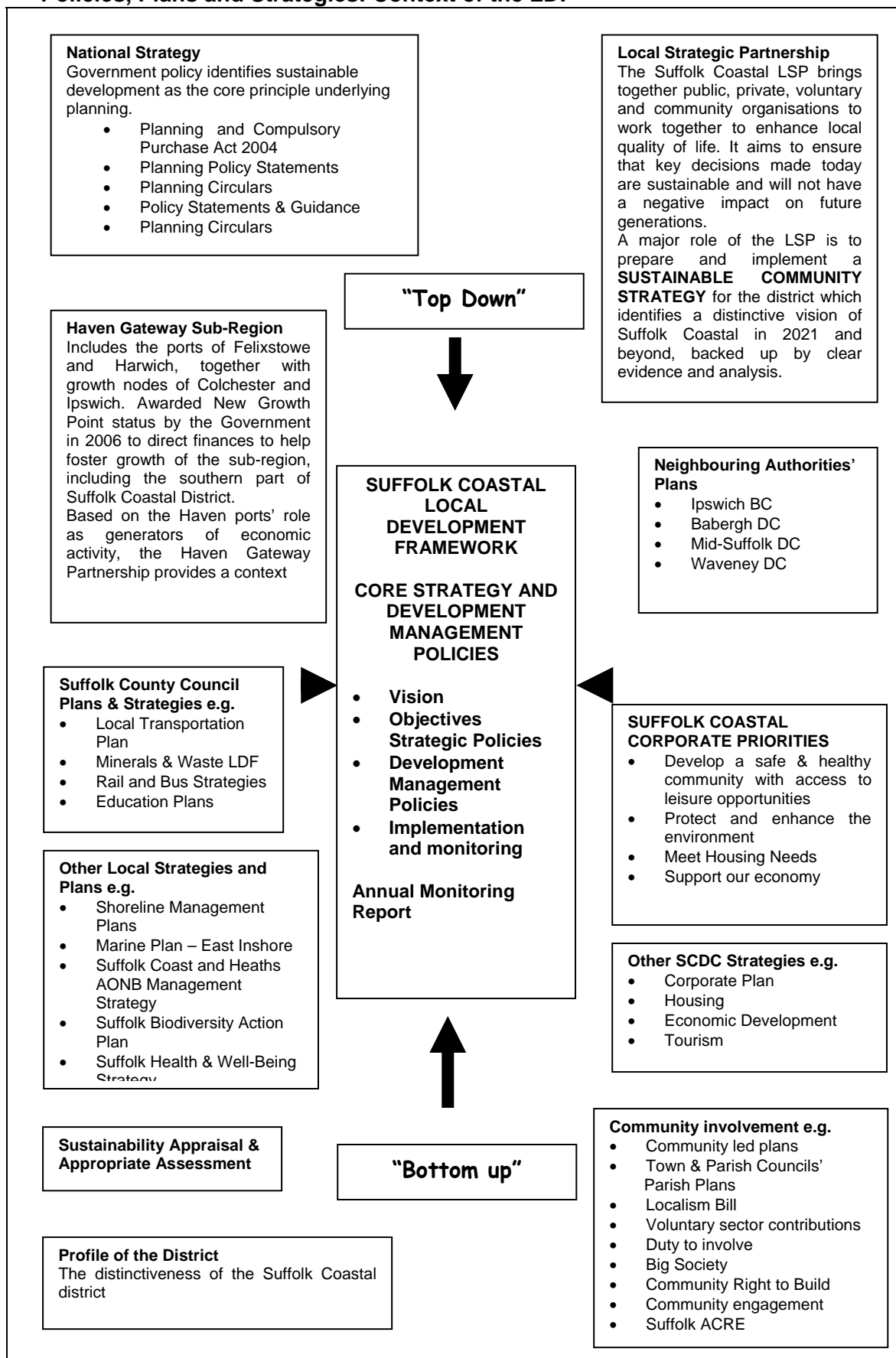
comprised an update to the full Sustainability Appraisal undertaken for the Interim Core Strategy to assess the implications arising from the revisions set out. The Sustainability Appraisal is part of the evidence base of the LDF and is provided as a separate document(s) available for viewing or downloading from the Council's website: www.suffolkcoastal.gov.uk.

- 1.20 The Council had also undertaken an Appropriate Assessment (AA) of the Interim Core Strategy as required by the EU Habitats Directive in order to be satisfied that the proposals and policies will not adversely affect the integrity of European sites designated for their nature conservation importance. This has confirmed that the likely significant impacts arising from the major developments can be successfully mitigated. That Appropriate Assessment has also been updated to provide comment on the revisions set out in this Revised Core Strategy. This document(s) to, is available on the Council's website.

Inter-relationships

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

Policies, Plans and Strategies: Context of the LDF



2 PORTRAIT OF SUFFOLK COASTAL

Where we are now

INTRODUCTION

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

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

2.02 It is divided into the themes of

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

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

2.03 Emerging from this chapter is a Vision for the district in 2027, having addressed the issues raised. This is accompanied by a set of Objectives that form the basis of the policies that make up this Core Strategy.

Economic Recession

2.04 The district profile largely reflects the situation at a point prior to the economic recession in 2007/8, and therefore provides a useful benchmark against which to help assess and monitor both the impact of the recession and the success or otherwise, of the Core Strategy. It contains reference to later information where this is available and appropriate. In this context, the Core Strategy contains numerous references to the Haven Gateway Sub-Region and the Haven Gateway Partnership.. This public private sector partnership focuses on the port based economy around Felixstowe/Harwich/Mistley and Ipswich. It remains in existence for the time being but its longer term future, at least in its present form is in doubt post 2011. The sub-regional pull of the port based economy however remains strong and is expected to remain so. References through the Core Strategy to the Haven Gateway sub-region refer to this economic pull.

2.05 To date, the local economy appears to be 'weathering the storm' reasonably well, the suggestion being that this is in large part due to the fact that it is based on many small and independent businesses. Longer term impacts on individual business sectors may prove more of an issue, e.g. expected reductions in public sector employment. However, the district contains key sectors that are expected to do well in the longer term and to make a major contribution to national economic recovery. Sectors include transport and logistics, ICT and energy generation. Agriculture and food production are also important given the increasing emphasis on food security.

2.06 In relation to housing, most recent evidence shows that house building has slowed considerably over the past two years and is expected to slow further in terms of the numbers of homes completed. This can be attributed largely to the recession, including

the availability of credit; but is also a reflection of the fact that previous housing allocations are now largely exhausted. The effect on housing delivery has meant that there is expected to be a substantial decline in completion rates certainly in the short term. Providing the context within which new housing can again come forward is a key function of this Core Strategy.

- 2.07 Such uncertainties as a result of recession in both the short and potentially the longer term, may have significant effects on many of the topics addressed in this Strategy, which will give added importance to a proposed first review of the Strategy in approximately 5 years time, at which point updated evidence, not least in the form of information from the 2011 Census should be available. In the meantime, where facts are to hand in respect of changed circumstances deriving from the recession, these have been incorporated into this Strategy.

POPULATION AND HOUSING PROFILE

- 2.08 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 was estimated to be home to just over 122,000 people (2006) with the majority (around 60%) living in the larger urban areas such as Eastern Ipswich Plan Area, Felixstowe and the market towns. As a consequence all of these areas have seen an increase in housing provision to meet the needs of this population. Over the past 40 years, the average build rate per annum has been around 600 per annum across the district. The exception in recent years is Felixstowe where new house building has been relatively static averaging only 28 per year over the past decade..
- 2.09 Suffolk Coastal has an ageing population. At just over 21%, the district is home to a higher proportion of people who are aged over 65 than is found nationally or in Suffolk as a whole. The district is seen by many as an attractive place to retire to. The predicted increase in the numbers of people aged over 85 has implications for the provision of health care and other service provision and may create additional and to some degree different housing requirements. Fewer people within the economically active age ranges has implications for the local economy. There is also concern that people moving into the area, particularly from outside of Suffolk have a greater spending power and can therefore outbid local residents for housing, particularly in the more rural locations.
- 2.10 A large number of young people leave Suffolk Coastal at 18, a factor that also “skews” the age profile with consequences for both the economy and local communities. The district had the greatest net loss in Suffolk of 16-24 year olds due to migration in 2005. Young people (particularly in the rural parts of the district) are concerned about the accessibility of education training and social facilities. The opening of University Campus Suffolk in Ipswich may encourage younger people to remain.
- 2.11 The 2001 census showed the level of owner occupation for Suffolk Coastal to be 74.9%, compared to a national average at that time of 68.9%. The remainder of the stock is split between privately rented accommodation and housing stock owned and managed by local housing associations, primarily Flagship who took control of the Council’s housing stock in 1991.
- 2.12 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 few years to deliver a substantial amount of new homes to meet the need for affordable homes in the district (the Council had set a 5

year delivery target between 1 April 2007 and 31 March 2012 of 600 dwellings). If house prices escalate more than incomes there may well be an increased need. The number of houses that do not meet the Decent Homes Standard (for a definition see Glossary) - currently 26.1% - needs to be reduced. The number of homeless families with dependent children approaching the Council for assistance has increased in recent years.

- 2.13 An ageing population creates a specific housing need although, on the other hand, there is often a desire to remain in the existing home rather than relocate. Adaptation and improvements to the existing stock emerge from this as does the design of 'homes for life' in the first instance. Providing suitable accommodation for older people to remain within their communities or close by, potentially freeing up larger family housing will be important.
- 2.14 The Council continues to work with developers and its Housing Association partners to secure funding from the Homes and Communities Agency (HCA) for new affordable housing schemes across the district. This work was successful in securing £3.94 million in April 2008 to assist with the construction or conversion of 147 new affordable homes. However, this funding is being greatly reduced so innovative ways to fund future provision of solely affordable housing schemes will need to be found, which is likely to be difficult for the foreseeable future. This reinforces the need to encourage affordable housing via developer contributions from market-led developments. The new Community Right to Build offers an important alternative for rural communities to provide a range of housing to meet community requirements where there is significant (suggested 75%) local support.
- 2.15 Gypsies and Romanies constitute a very small proportion of the resident population; the district is, however, a destination for New Travellers. There are currently no authorized sites within the district to meet these needs.
- 2.16 The district is also home to a substantial military community at Rock Barracks, Sutton Heath near Woodbridge.
- 2.17 The district attracts many second homeowners (4.4% of the total dwellings at the 2005 Housing Needs Study) especially along the coast. In some parishes the level of second homes reaches as high as 30%. This has social and economic implications for the viability of these local communities. However, the powers of control of the District Council are restricted.

Key Housing Issues

- Lack of houses at prices affordable to local people
- Lack of social rented housing
- Imbalance between housing needs and supply
- Second homeowners in some areas effectively denying local people the opportunity to buy homes, particularly small homes.
- To accord with national policy and the principles of sustainable development new development should be concentrated where access to employment, facilities and services is available, or where it is necessary to enhance the viability of local communities;
- Lack of authorised sites for Gypsies and Travellers.

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

- *The focus of effort from all sectors should be to improve quality of life – especially for vulnerable people, including the growing population of older people, who*

should be supported to live in their own homes and communities if they should wish.

- *There is an identified shortage of affordable housing in the district and more will need to be provided to help the workforce to live and work locally.*
- *The need to ensure that the increased jobs and housing included in the Regional Spatial Strategy (now the role of the local authority) are planned with the required infrastructure. Focus needs to be placed on the Ipswich Policy Area (now Eastern Ipswich Plan Area and Felixstowe as part of the Haven Gateway (see para 2.04), one of the fastest growing sub regions in the Eastern area. In addition tourism, and the economic and social benefits to local communities it brings must be supported.*

ECONOMIC PROFILE

- 2.18 The East of England is one of the fastest growing regional economies in the UK. Suffolk Coastal and the neighbouring centres of Ipswich and the other Haven Gateway ports of Harwich and Felixstowe, along with the increasing scale of investment expected in low carbon energy generation contain important economic drivers which are of local, regional and national significance.
- 2.19 The economic profile of Suffolk Coastal is itself unique within the region. The district has an economy that supports a high proportion of small and medium sized businesses vital to the local economy (70% of businesses in the district employ 5 people or less). However, the district also boasts several regionally significant employers and economic drivers:
- (i) The Port of Felixstowe, the biggest container port in the country is planned to grow substantially over the plan period, requiring good rail and road links. A 2008 Felixstowe Port Logistics Study (see evidence base) has identified a need for additional land to support other port related uses; A 2010 Economic Assessment of the port and its associated businesses, confirms the significance of this sector to the local and wider economy, although the rate of expansion of traffic is likely to be somewhat lower than expected prior to the recession;
 - (ii) Sizewell has been identified by government as one of the potential sites to accommodate additional new nuclear provision. It has a role to play within the larger Low Carbon Energy Corridor stretching north to Lowestoft;
 - (iii) The licensing of the East Anglian Array Offshore wind project creates a range of potential possibilities for energy development with the nuclear regime; not least in the learning and skills provision and in the local engineering and ports sectors; and
 - (iii) The BT Research and Development headquarters at Martlesham Heath, forms a key part of the information, communication and technology (ICT) cluster for the East of England. Its research and development function is considered to be of importance nationally.
- 2.20 Tourism and the arts are also major drivers for the local economy, including internationally recognized organisations such as Aldeburgh Music.
- 2.21 The East of England is commonly assumed to be affluent yet parts, including some areas within Suffolk Coastal, face problems associated with being remote, i.e limited employment opportunities, low wages and lack of access to services, including broadband. The relative remoteness and quality of the natural and built environment does however make the district an attractive tourist destination.
- 2.22 Gross total average earnings in the district (i.e. part time as well as full time workers) are below the regional average despite the presence of such major wealth generators as BT at Martlesham Heath.
- 2.23 In terms of skills and qualifications Suffolk Coastal has the lowest proportion in Suffolk of students completing study at 19+ (81%). The rate for 16-18 year olds is the second lowest in Suffolk (75%) These achievement rates are also below average for the region. A recent employer survey has identified the lack of skills, as well as a perception of lack of motivation or “work ethos”, and social skills in young people, as a significant barrier to employment and to meeting business needs. In 2005 the district had the greatest net loss in Suffolk of 16-24 year olds due to migration with consequences for the economy

and local communities. Young people, particularly in the rural parts of the district are concerned about the accessibility of education training and social facilities.

- 2.24 On the positive side the District should benefit from the new University Campus located in Ipswich as well as expansion of Otley College within the district.
- 2.25 Whilst access to broadband has increased, the scale of provision reliability and speed of access remain limited for many, especially in the rural areas. Rolling out high speed broadband across the country is seen as a Government priority in its drive to strengthen the national economy. One of the issues that affects business of all sizes, as well as the opportunities for improved education provision is access to the internet. Many businesses require high speed services for websites or completing essential online government services such as tax returns. Everyday tasks such as applying to tenders, marketing, processing of orders or communicating with clients can be limited by inadequate broadband service. As more schools incorporate teaching via virtual learning platforms, children and young people living in areas of poor broadband speeds are also likely to be at a disadvantage. Quality of life is also now becoming more dependent on remote and social interaction and adequate broadband speed is a significant factor in providing services such as remote health teleservices and cultural access to platforms such as HD TV, interactive services and other forms of social interaction and networking.

Haven Gateway Sub-Region

- 2.26 The southern part of Suffolk Coastal district lies within the the Haven Gateway sub-region (See Map Appendix A). The sub-region includes the areas of Suffolk and Essex immediately around the ports of Felixstowe, Harwich, Ipswich and Mistley together with the growth areas of Colchester and Ipswich. It was awarded New Growth Point status by Government in 2006 in order to direct finances to help foster growth. Its population is projected to increase from 611,300 in 2001 to 684,500 by 2021.
- 2.27 Regeneration needs and opportunities for growth lie mainly in the towns, and on the coast and estuaries. Improvements to transport, environmental and community infrastructure are required to support this growth. Based on the Haven ports' role as generators of economic activity, the Haven Gateway Partnership (see glossary) provides a context in which partners from the private and public sectors are able to work together to promote economic opportunities and secure the future prosperity of the sub-region. The Partnership has published a 'Framework for Growth'. As noted in paragraph 2.04, the long term future of the Haven Gateway Partnership is in doubt, as funding opportunities associated with the Growth Point Status are currently uncertain due to structural changes being introduced by the new Coalition Government. The economic strength and significance of the ports and their associated businesses however are expected to remain strong into the future.

Key Economic Issues

- Poor access to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves;
- Lack of diversity in terms of employment opportunities;
- More recognition of the potential for investment in the economy, notably in high-tech activity, low carbon energy and port logistics;
- The pressure to develop existing employment sites for other uses, notably residential development;
- Tourism is good for the economy, but the environment and local communities are sensitive to visitor pressure;
- Young people leaving rural areas due to a lack of suitable jobs;

- The economic impact of the decommissioning of Sizewell A and the potential opportunities associated with new nuclear provision should Sizewell be developed further;
- The need for additional flexibility in respect of new policies to cover the conversion of rural buildings, particularly when close to sustainable communities;
- A concern for the impact of lorry movements on rural roads by new employment activity but also by agricultural practice; and
- To balance the needs for economic growth with the maintenance of the quality of the district's natural environment and general quality of life.

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

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

TRANSPORT PROFILE

- 2.28 The Highways Agency is responsible for the trunk road network. Responsibility for local transport currently lies with Suffolk County Council as the highway authority for Suffolk. It is the role of Suffolk County Council as highway authority to prepare a transport strategy, primarily in the form of the Local Transport Plan (LTP). The District Council has very few powers or responsibilities in relation to the operation of either the road or rail network. It can, however, operate as a partner in the enhancement of the network and use its powers as a planning authority to enable investment to occur.
- 2.29 The only trunk road in the district is the A14 running between Felixstowe and Ipswich. The road is dualled and links eventually (south and west) to the national motorway network. The road serves as an international freight route linked with Felixstowe Port' but also as an important local distributor particularly around the southern fringes of Ipswich. Major freight route difficulties can be experienced if blockages occur east of, or on the Orwell Bridge, as no suitable alternative route is available. There is already an acknowledged need to manage local traffic movements particularly around the Orwell Bridge to safeguard its strategic capacity. It remains a possibility that an alternative route will need to be provided longer term.
- 2.30 The A12 provides the main route north to south through the district, but is only dualled for a small part of its length. Discussions have been ongoing for some time to secure Improvements to this route, reflecting both its importance to the local economy as well as to improve the quality of life for those residents whose homes are particularly affected where the route is particularly narrow and twisting. Any decision to develop new nuclear provision at Sizewell may offer an opportunity to secure improvements to this section of the route.
- 2.31 Besides these two strategic routes, "B" class roads serve most of the higher order towns and villages. Elsewhere much of the road network is single-track roads with passing places meaning access, is a significant issue across many parts of the district.
- 2.32 Rail services currently serving the district provide access to major centres outside the area such as Ipswich, Lowestoft, Norwich, Cambridge and Colchester. Such services also provide, at times, direct access to London for such communities as Woodbridge, Saxmundham and a number of smaller villages. Access to London from Felixstowe requires a change at Ipswich. Some funding of improvements to the rail freight network has been agreed as part of the re-configuration package recently agreed for the port of Felixstowe. There is a commitment to improving the service on the East Coast Line, upgrading it to an hourly service, initially between Ipswich and Saxmundham starting December 2010, in association with signaling and line improvements and with the potential to take traffic off the A12.
- 2.33 Good bus routes operate within and between the larger communities, particularly between Martlesham Heath and Ipswich. The need for improved provision has been highlighted as being required in some areas notably cross town links in Felixstowe and between Martlesham and Woodbridge. Across the rural areas, new and innovative ways of providing "transport on demand" have proved successful and are being rolled out. These services have a key role to play in helping to address issues of rural isolation.
- 2.34 A number of local and longer distance cycle ways exist throughout the district. However, the rights of way network is often disjointed with a lack of routes with higher rights, such as bridleways.

- 2.35 It remains the case that for many of the residents living in the rural parts of the district having access to a car is essential to their quality of life. Many do not have access to regular public transport links or effective rights of way to market towns, for example.
- 2.36 Air quality is an issue at many locations along the road networks. Two 'Air Quality Management Zone' have been declared at the Lime Kiln Quay/Thoroughfare/St Johns Street junction in Woodbridge and at The Dooley Inn, Ferry Lane, Felixstowe.

Key Transport Issues

- Tackling poor access to jobs, both in terms of the quality of the transport system but also the number and location of the jobs themselves;
- Addressing concerns regarding the impact of lorry traffic on rural roads by new employment activity but also by agricultural-related works;
- The efficient functioning of the A14 as an important international and local transport route;
- Working with partners to secure the dualling of the A12 single carriageway sections north of Woodbridge and north of Wickham Market, to better meet the needs of daily and visitor traffic and improve quality of life for residents along the route
- Working with partner organisations to address congestion issues on the Orwell Bridge; and
- Working with businesses and partner organisations to address freight transport issues at Felixstowe.

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

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

ENVIRONMENTAL PROFILE

- 2.37 The natural and built environment of Suffolk Coastal is of a very high quality with international as well as national status designations, covering large areas, including a number of settlements. Its coast and countryside are therefore acknowledged as being of exceptional quality, and have and continue to play, a significant role in how the area has developed and how it is likely to develop in the future.
- 2.38 The district contains some 48.8km of open coast and some 139km of tidal edge within the estuaries. Approximately a third of the district, based around the coast and its hinterland is designated as an Area of Outstanding Natural Beauty (AONB) and 11,200 hectares of the district is designated as Sites of Special Scientific Interest (SSSI). In addition, 'Natura 2000' is a network of protected sites that represent areas in the European Community of the highest value for biodiversity. These areas may be designated as Special Areas of Conservation (SAC) where they support rare, endangered or vulnerable natural habitats and species of plants or animals (other than birds). Where areas support significant numbers of wild birds and their habitats, they may become Special Protection Areas (SPA). Suffolk Coastal contains areas of both.
- 2.39 The district's landscape is diverse, including large areas of farmland, which support a rich biodiversity and contain features of geodiversity interest. Much of its farmland qualifies as “best and most versatile” i.e. grades 1, 2, and 3a under the Agricultural Land Classification. In terms of its built and historic environment there are also 34

Conservation Areas and approximately 2,700 buildings Listed of Architectural or Historic Importance in the district. The district also has a rich archaeological legacy, including Sutton Hoo.

- 2.40 The exceptional quality of the natural and built environment makes Suffolk Coastal a very special place to live and work and a popular destination for visitors and tourists from the UK and abroad. This resulting high quality of life brings with it the responsibility of preserving this heritage as the utmost priority, for its own intrinsic value as well as for the health, prosperity and well-being of the residents. Standards of environmental stewardship need to be of the highest order.
- 2.41 With such a large body of scientific evidence highlighting the serious and urgent nature of climate change the debate is now focused on what action needs to be taken to mitigate against the effects. A Royal Commission on Environmental Protection considered that the UK would need to reduce CO2 emissions by 60% by about 2050 to avoid “dangerous climate change”. At a more local level the implications of climate change, should it continue unchecked, include increased coastal and flood plain flooding, permanent coastal land loss, higher incidents of damage to transport and communications infrastructure caused by extreme weather, and increased deaths and hospital admissions from heat related conditions.
- 2.42 The carbon dioxide footprint of the district is slightly better than the average of the county (ranked 3rd best of 7 behind the adjoining districts of Ipswich & Waveney). The growth planned for the district presents opportunities as well as challenges for addressing environmental issues particularly those relating to reducing or managing the need to travel by locating growth close to existing facilities or where such facilities can be provided, as well as those related to wind energy and biomass. Sizewell Nuclear power stations are located in the district, forming part of a Low Carbon Energy corridor between Sizewell and Lowestoft. The Coalition Government has confirmed that Sizewell is one of a number of sites which are considered suitable for accommodating new nuclear provision. Any proposal will be determined by the Government’s Infrastructure Planning Commission (or successor body) although the Council as a consultee in the process will ensure that local views are fully taken into account.
- 2.43 As noted above, the coast, estuaries and river valleys are important components of the environmental make-up. Suffolk Coastal has 48.8 km of open coast and 130km of tidal edge in the estuaries. As a result of climate change, the coastline is the subject of pressures from rising sea levels and also falling land levels together with the consequences of increased storminess. This also impacts on the major estuaries of the Blyth, Alde/Ore, Deben and Orwell that form a major part of the coastal area of the district and are intrinsic to its character. The coastal areas subject to pressures include the towns of Felixstowe and Aldeburgh and a number of other smaller settlements, large stretches of the AONB, and substantial designated sites of importance for nature conservation.
- 2.44 The coastal area must continue to support strong communities and a high quality natural environment. With particular regard to the impact of climate change/sea level rise on the coastline, Integrated Coastal Zone Management (ICZM) needs to address the needs of our communities and the natural environment.
- 2.45 The Shoreline Management Plan is a strategic document that proposes preferred short, medium and long-term options for the management of the open coast from the perspective of flood risk and erosion over a time period of 100 years. In addition, Suffolk Estuarine Strategies (in preparation) consist of estuary-wide strategies that propose

preferred short, medium and long-term options for the management of flood risk on the estuaries also over a time period of 100 years.

Key Environmental Issues

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

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

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

COMMUNITY AND SOCIAL PROFILE

- 2.46 The district is made up of in excess of 100 towns and villages with populations ranging from a handful to several thousand people, each containing one or more communities of various size and character and with their own particular needs and aspirations. The strength of local social and family networks within these areas is valued by residents as part of their perceived quality of life.
- 2.47 Providing for and enabling access to, a full range of services and facilities to serve these communities is a challenge, particularly across the more sparsely populated northern sections of the district. The rural parts of the district have poor access to services when measured against national standards and the trend is for rural services to continue to contract. Suffolk Coastal is ranked 5th poorest out of the 7 districts in Suffolk for overall access to services. The district is also below the median (of districts in Britain) for access to a bank or building society, and in the bottom quartile for access to a secondary school, doctor's surgery, post office or primary school.
- 2.48 In Felixstowe the south and west wards have significant levels of multiple deprivation, while part of western Saxmundham is also assessed as more deprived than the national average. One small part of Leiston is ranked amongst the most deprived 10% in the region, with 62% of residents having no qualifications and 70% living in social, rented housing.
- 2.49 As noted previously, the district has a significantly older population than the national average and is the second highest in Suffolk. The likely result of this is increasing demand on health, social and community services including housing services and provision. In particular, current government policy is to help older people to remain in their own homes as long as possible. This has implications for how services and facilities are delivered. Older people have a wide range of needs and aspirations depending on their circumstances. Many are very active and want facilities and opportunities the same as other members of the community. Familiarity with, and use of, the internet to access services and facilities is likely to become more pronounced over the timeframe of the LDF.
- 2.50 Meeting the health (physical and mental) and social needs of the whole of the population of the district is an important element in maintaining the quality of life on which the district prides itself. Improved access to, and provision of, opportunities for physical activity, natural green space and a wide range of leisure activities, particularly those which can be accessed by foot or bicycle, are key elements in achieving this.
- 2.51 The district is acknowledged to be one of the safest areas in the country with low levels of crime. Nonetheless, public concern about crime remains high across the country. The perception of anti-social behaviour from young people is of concern to many residents, especially older people. Suffolk Coastal residents perceive parents not taking responsibility for the behaviour of their children (43%) and teenagers hanging round the streets (39%) as the two biggest problems in their area.

Key Issues of Community Well-being:

- Continuing to address and tackle fear of crime;
- Making more specific provision for older people;
- Addressing the lack of facilities for young people;
- Managing pressure on services caused by an ageing population;
- Tackling the loss and lack of local facilities and services, particularly those offering education, training and social options for young people; and

- Working with partners to secure sufficient infrastructure to support the growth proposed

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

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

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

**Where we want to be and how we
get there**

INTRODUCTION

- 3.01 The **Vision** derives from the analysis of the district, including looking to meet the priorities identified in the Sustainable Community Strategy (SCS) and providing the framework within which the aspirations of individual local communities can be fulfilled. As such it is firmly based on clear evidence and, evolves from the outcome of intensive public engagement. The Vision is distinctive to the Suffolk Coastal district. It represents an ambition of how the district will look and function in the year 2027. Its alignment with the SCS will help to ensure that the District Council and its partner organisations/service providers are committed to and working towards investing in an agreed set of outcomes, and as such provides the context for other more detailed community led plans
- 3.02 The **Objectives** represent the basic targets that need to be set in order to achieve the Vision together with a summary of the expected outcome if a particular target is achieved.
- 3.03 The **Strategic Policies** are the generic, strategic policies (hence the prefix 'SP') that need to be implemented if that outcome is to be achieved.

THE VISION

- 3.04 ***The Overarching Vision Of Suffolk Coastal In 2027 is:***

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

Climate Change and the Environment:

- 3.05 Suffolk Coastal will be a leading area for partnership working, best practice and innovative approaches to tackling the causes and effects of climate change. The built environment will be developing to the highest environmental standards, biodiversity and landscapes will be protected, and sustainable construction methods will be common practice.
- 3.06 An integrated approach to managing the coastal area will be in place, addressing the impact of climate change and sea level rise on Suffolk's coastline and supporting strong communities, a resilient economy and a high quality natural environment. The significant potential effects of climate change on agricultural production and knock-on effects on rural communities, many of who are reliant upon a thriving agricultural industry, will be recognized and managed.
- 3.07 The new Marine Management Organisation has for the first time introduced the concept of marine planning. Suffolk's coast will be included in the first ever inshore Marine Plan covering an area up to mean high water springs along the coast and within the estuaries. The marine plan's jurisdiction overlaps with the responsibilities of the Marine Planning Authority (to the low water mark) and the LDF must have "due regard" to the Marine Plan. This new and evolving concept of a Marine Plan will implement at a local level the national Marine Policy Statements. The LDF will be integrated with the Marine Plan providing a consistent approach for the land, inter-tidal and marine areas.

Housing and the Economy

- 3.08 The district's economy will be diverse in its range, continuing to support a large number of small and medium sized businesses, but will be amongst the national leaders in terms of those economic sectors vital to a post recession UK economy e.g.
- the low carbon economy;
 - Information Technology, communications research and development;
 - Transport and logistics.
- 3.09 Agriculture will also remain a vital sector. The importance of tourism will have increased. The value of the District's economy to the wider national economic objectives will have been realized and with it investment secured in the range of infrastructure necessary to support and maintain it. Enterprise will continue to be encouraged in rural areas and market towns
- 3.10 To support this strong and diverse economy will be a workforce that possesses appropriate skills for employment in these growth sectors, but also for the locally oriented economy and suitable training and employment opportunities will exist. There will no longer be the need for a disproportionate number of educated young people leaving the district to find work or further education. There will also be adequate opportunity for young people in the lower skills bracket to find work and develop the right skills and qualifications to secure work locally. To fill initial skill shortages and to bridge skill gaps as key sectors of the economy develop and expand, the local workforce will have been bolstered by skilled workers from outside of the district
- 3.11 .A range of new homes will be provided, including those for sale, for private rent or more affordable housing, such as social rent. Land for new homes will be provided by means of specific housing allocations through the LDF, and by way of rural exception sites including those provided via the Community Right to Build. This will enable the workforce to live and work locally and to enhance existing communities.
- 3.12 To support the delivery of new homes and the strengthening of our economy, the transport infrastructure will be improved. This will include improvements to the bus and rail network as well as introducing traffic management measures to the A14 and A12, and other routes as required..

Community Well-being

- 3.13 All the people who live in Suffolk Coastal will have equal access to basic services, supported in part by new, high speed broadband connections as promised by national government. The district will be an area of excellence for rural accessibility,. Closer partnership working will be achieving an increase in the use of public and community transport and a reduced need for personal transport, having the additional benefit of contributing towards CO₂ reduction. Better access to leisure facilities and the countryside will have the benefit of encouraging a healthier lifestyle, both mental and physical.
- 3.14 The build up of community partnerships and enterprise, through community led planning in response to the drive towards localism, will be an important part of all peoples' lives. It will offer local solutions to local issues and priorities within the skeleton of the Local Development Framework. One of the roles of the LDF will have been to ensure that the necessary infrastructure, services and facilities required to support the new development it promotes has been provided in a timely manner. Communities will be cohesive and inclusive. The incidences of poverty will have reduced through improved opportunities in education, jobs, healthcare, and for a decent home etc. .

THE OBJECTIVES AND CORE POLICIES

SUSTAINABLE DEVELOPMENT

3.15 **Objective 1 – Sustainability**

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

Summary Outcome: A more sustainable environment.

- 3.16 In a world that is increasingly conscious of the need to manage its resources very carefully and to address the issue of climate change, spatial planning has a responsibility to ensure that development takes place within a sustainable framework addressing both the threats and opportunities that this brings. Ensuring that future development contributes to sustainable development remains a key Government priority (PPS1). This means making the most of opportunities as they arise to ensure that not only is new development sustainable, but that where appropriate it contributes to making existing developments and communities more sustainable for example through opportunities to live and work within a short distance but also in an attractive environment. It is for this reason that sustainable development is the first and overarching policy that this Core Strategy addresses. This policy (SP1), together with those relating to Climate Change (SP12) and Settlement Hierarchy (SP19), comprise the foundations around which the Core Strategy framework is built.

Strategic Policy SP1 – Sustainable Development

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

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

HOUSING

Objective 2 – Housing Growth

To meet the minimum locally identified housing needs of the district for the period 1/4/2010 to 31/3/2027

- 3.17 *Summary Outcomes: Provision of a sufficient number of homes across the District to meet the locally identified need for the period to 2027. Allocations will be made sustainably in accordance with the Settlement Hierarchy (policy SP19). Overall, the provision of new homes will be related to employment, new and improved services, facilities, transport and other infrastructure.*
- 3.18 *The focus for growth will be the major centres – notably the more urbanised area east of Ipswich and to a lesser extent the Felixstowe peninsula, both of which contain strategic employment sites of regional and national significance. At Felixstowe/Walton and Trimley Villages, new homes will be phased and provide the opportunity for some of the many workers who currently commute into the town to work each day, and for local residents (particularly the young) who wish to, to remain in the locality, and in order to support local services and to help manage the amount of local traffic using the A14. Within the Eastern Ipswich Plan Area, new housing is proposed east of the A12, adjacent to the employment area at Martlesham Heath.*
- 3.19 *Elsewhere new homes will be dispersed across the other market towns and smaller sustainable communities.. New growth will be at levels appropriate to the size of the town or village, taking account of its function, character and environmental capacity, including avoiding development of those areas on the edges of settlements which are acknowledged as being important for informal recreation or are key features for the setting of the settlement. Such areas will be identified through the Site Specific Allocations and Area Action Plan development plan documents (DPD's). Regard will also be had to the aspirations of local communities as set out in Parish Plan(s) or other Community Led planning type documents..*
- 3.20 *As part of a sustainable pattern of living, development will be allowed to take place in some of our smaller villages but limited to that required to meet local needs, with more focused on those communities that provide a range of services. Communities themselves will be encouraged to tackle issues related to the lack of services, e.g. public transport, a local store, community hall etc in order to justify further modest development if the community as a whole desires it. The introduction of the new Community Right to Build opens up opportunities for considerable flexibility for the development of small scale community led housing schemes, over and above the specific housing allocations*

Housing Numbers

- 3.21 The number of new homes to be provided over the period to 2027 has been determined at the local level with regard to:
- The strength of the local economy and the contribution it makes to the wider regional and national economies, including any need to attract workers into the area;
 - Changes in household size
 - Increasing life expectancy, particularly in the context of the District's above average proportion of older people;
 - The desire of people to retire to the area;
 - The capacity of the local environment to accept change in a sensitive way; and
 - The capacity of the local infrastructure

3.22 The basic stages in determining housing numbers are set out as follows:

Stage 1	Identify changes within the population – births, deaths, people moving in and out of the area, changes in household size and make-up, life expectancy, changing average age of the population and so on
Stage 2	Identify and understand what is happening in the local economy, as well as how national issues will affect us
Stage 3	Combine that data into a range of estimates of the likely number of homes to be needed. There are specialised mathematical “models” which can help with this
Stage 4	Make the best judgements we can on which of those ranges fits best with the vision and priorities we have for the quality of our area
Stage 5	Test those numbers against the availability of land suitable for new homes, and make new plans accordingly

3.23 The starting point in determining future levels of need was to commission use of a forecast model to derive a baseline quantum of housing need before policy considerations were applied. The model identified a total housing need for the district to 2027 of some 11,000 new homes (610 per year), assuming all potential economic growth is fully realized.

3.24 Note has also been taken of the background housing evidence which was produced in support of the Regional Spatial Strategy the East of England Plan (adopted 2008). This document identified district housing requirements for the period to 2021 of 510 per year. The housing numbers it identified had been found “sound” and had been calculated with input from this Council. A continuation of the 510 dwelling per year requirement would have resulted in an overall requirement to 2027 of some 8,670 new homes.

3.25 Having regard to potential known sources of new housing, when balanced against total identified need, Table 3.1 (page 40) shows that there is capacity to accommodate some 7,590 new homes. This includes a balance of a minimum of **5,260 new homes** to be built which will require positive allocations being made by the Council. The broad scale and distribution of those new homes is set out in Section 4 of this Core Strategy – the Spatial Strategy, based around the Settlement Hierarchy (policy SP19). Tables 3.2 and Table 3.3 (pages 42 & 43*) indicate the proposed housing distribution and growth across the district.

3.26 The housing strategy set out below proposes an average annual rate of 446 homes per year, (64 less than the RSS and 164 less than the model) but with variations over each phase of the plan (Table 3.4). It rationalises the forecast model level of need by applying a policy judgement to the scale of need identified, meaning that housing numbers are reduced across the whole plan period but particularly in the short and longer terms. The reduced numbers and flexible phasing proposed takes account of the likely impact of the current economic recession; and available land supply, linked to environmental and other constraints under the proposed housing distribution, as well as latest investment decisions for example in relation to new nuclear provision and the Felixstowe South Reconfiguration.

3.27 Not all anticipated housing growth will be identified by means of new housing allocations. Small scale community schemes such as those promoted under the new Community Right to Build or other community led plans are also expected to make an important contribution over the plan period.

3.28 Whilst the overall numbers of new homes has been calculated on a district wide basis, the economic importance of the Ipswich/Martlesham&Woodbridge/Felixstowe triangle is noted, as evidenced in the Strategic Housing Market Assessment, (SHMA) and the

Haven Gateway Employment Land Study and previously within the Regional Spatial Strategy. It is appropriate to direct higher numbers of new homes to those areas where existing and future job provision is most likely to occur.

3.29 The precautionary approach adopted in the strategy does however acknowledge that the need for housing and therefore provision is likely to increase in the longer term, but takes the view that this is best addressed by means of an early review of the plan. Such a review would be able to take on board the up to date information from the 2011 Census, and properly assess the long term impact of the current recession and significant economic and associated structural changes currently proposed / started at national level, and to plan for them accordingly. Specific consideration will need to be given at this stage to the capacity or otherwise of the strategic road network which will need to be done in conjunction with neighbouring authorities. The long term direction for housing growth or areas of search will be directed to those which provide the best opportunity to support the growing sectors of the economy, and would help to secure new or improved road infrastructure. Longer term strategic decisions in relation to the capacity or otherwise of the A14 Orwell Bridge will be an important factor in this regard. For these reasons, the Council is committed to an early review of the district housing requirements by 2015

3.30 The following Tables set out what the Council considers the locally derived housing requirement for the period 2010 to 2027.

3.31 NOTES

- All years referred to run from 1st April to 31st March the following year.
- Numbers have been rounded
- Development within new housing allocations may include new sites coming on stream and the gradual build out of allocations identified under earlier phases. These sites to be identified in the Site Specific and Area Action Plan Development Plan Documents

Table 3.1 – Calculating the outstanding housing requirement 1/4/2010 to 31/3/2027

Calculating a 15 year housing land requirement (from anticipated date of adoption of Spring 2012)	outstanding planning permissions and allocations deemed deliverable April 2010	1,560
	Identified brownfield potential (sites within existing physical limits boundaries)	230
	Estimated windfall	540
	Known sources of housing	Environmental capacity (greenfield allocations)
	Net housing requirement 2010 - 2027	7,590
	<i>Dwelling annual requirement 2010 - 2027</i>	446

3.32 A small allowance of 540 new homes has been made for “small windfall provision”. Typical (but not exclusively) of these types of sites are development on side of back gardens, or the redevelopment of a single large residential plot at a higher density. Other examples include conversions of other types of buildings to residential use. Historic trends show a significant proportion of new homes built have been provided in this way, particularly in the more rural areas. Government guidance however makes clear that Local Planning Authorities should not rely on such windfall provision because

by its very nature it is unpredictable in terms of when, and where, it will occur. Where a small windfall allowance is to be included within strategic housing figures, the advice is that it should only be included within the final five year phasing of the plan. In practice, such sites will continue to come forward and be developed and will be monitored accordingly.

- 3.33 Whilst it is the role of the Core Strategy to set the principles which will guide future development in terms of scale and broad location, it is the role of the Site Allocations and Area Specific Policies Development Plan Documents which will follow, the adoption of the Core Strategy, to allocate individual sites. The housing numbers and distribution are however made in the confidence that there is a sufficient supply of deliverable or developable land for additional allocations to be made if more flexibility is required. Monitoring will also reveal whether targets have, or are likely to be met and, if necessary, further allocations can be made in a subsequent review of the development plan document (see para 3.29).

Strategic Policy SP2 – Housing Numbers

The Core Strategy will make provision for the creation of up to 7,590, new homes across the district in the period 2010 to 2027 as set out in Table 3.1

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

New homes will be phased in order to ensure a continuous supply of housing land but at a rate commensurate with anticipated employment growth and the provision of any necessary associated new and improved infrastructure provision.

Further provision of new homes is expected to come forward across the plan period by means of small scale rural community led schemes for example via the new Community Right to Build. These types of schemes do not require specific allocation through the LDF, but have the potential to provide a mix of affordable and open market housing. It is anticipated that this could amount to around 50 homes per year but as a new initiative will be closely monitored.

Housing Distribution

- 3.34 The Council must plan for delivery of the new homes taking account of such factors as
- national policies; and
 - other local circumstances and priorities.

For Suffolk Coastal District this means balancing the scale and location of new home provision with the areas potential contribution to the national economy (including where those jobs are situated); with limited local infrastructure particularly transport and coastal defence; whilst at the same time needing to maintain and enhance the quality of its built and natural environments, some of which are recognised as being of international importance for their wildlife.

- 3.35 National policy gives some further guidance on the distribution of housing based on the principles of sustainable development and sustainable communities, namely:

- (i) car dependency should be reduced by locating housing closer to employment, education, health facilities, shops, leisure and local facilities;
- (ii) the majority of new development should be located in and adjacent to the main urban areas;
- (iii) the role of market towns and large villages in providing employment and services to a rural hinterland should be sustained;
- (iv) careful examination of how a community or group of communities functions is required; and
- (v) the quality and character of the rural areas should be protected.

The role of the Core Strategy is to translate these principles and issues to the local level. It has done this through the Settlement Hierarchy (SP19), which identifies a range of settlement types throughout the district, and considers the development potential appropriate to each type. The Table below sets out the proposed number of homes that can be delivered within the proposed housing distribution, without unacceptably harming the local and wider environment. It is though accepted that the strategy in the round, acknowledges that some key economic drivers in the district may expand or increase ahead of the precautionary approach adopted. A key facet of the strategy is to acknowledge this and to have the reviews in place to appraise the evidence and if necessary to plan for additional homes when required, should this prove necessary, in a distribution that meets longer term strategic planning objectives. For each of the areas identified in the next chapter, there is reference to the appropriate review period

- 3.36 The following two tables **summarise the Settlement Hierarchy** and the distribution of new homes within it. The detail can be found in Section 4 on Spatial Planning.

Table 3.2 – Proposed housing distribution across the district 2010 to 2027

From: 2010 - 2027	Eastern Ipswich Plan Area	Felixstowe Walton & the Trimleys	Market Towns	Key & Local Service Centres	Rest of District	TOTAL
Outstanding planning permissions (discounted by 10%)	220	290	430	440	100	1,480
Identified previously developed land	0	30	150	50	-	230
Outstanding housing allocations from previous local plan	0	0	0	80	-	80
Small windfall	Included in total to right	Included in total to right	Included in total to right	Included in total to right	540	540
New housing allocations	2,100	1,440	940	780	-	5,260
TOTAL	2,320 (136 p.a.)	1,760 (103 p.a.)	1,520 (89 p.a.)	1,350 (79 p.a.)	640 (37 p.a.)	7,590 (446 .a.)
% of new dwellings total	31%	23%	20%	18%	8%	100%

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

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

Area	Existing Housing Stock April 2010		Identified New Housing			Totals 2027 (existing stock + new housing)	
	Units	%	Units	% of new housing	Per annum	Units	% of total housing stock
Eastern Ipswich Plan Area	12,185	21%	2,320	31%	136	14,505	22%
Felixstowe Walton & the Trimleys	13,763	24%	1,760	23%	104	15,523	24%
Market Towns	11,789	20%	1,520	20%	89	13,309	20%
Key & Local Service Centres	16,771	29%	1,350	18%	79	18,121	28%
Other villages and countryside*	3,503	%	640	8%	38	4,143	6%
District Total	58,011	100%	7,590	100%	446	65,601	100%

Enabling a 15 Year Housing Land Supply

- 3.37 It is a requirement of national Planning Policy Statement 3 – Housing that local authorities set out in their Development Plan Documents the strategy for enabling continuous delivery of new housing for at least 15 years from the date of anticipated adoption of the Core Strategy document. (Adoption of the Core Strategy is anticipated Spring 2012) This should entail the identification of a “flexible, responsive supply of land.” Evidence of supply is provided in the Strategic Housing Land Availability Assessment (SHLAA).
- 3.38 The fifteen year period should be broken down as follows:
- | | |
|----------------|--|
| First 5 years | Sufficient specific, deliverable sites should be identified |
| Second 5 years | Specific, developable sites should be identified |
| Final 5 years | Where possible specific, developable sites should be identified. Where it is not possible to identify specific sites broad locations for future growth should be indicated |
- 3.39 **“Deliverable”** means the site is available now, is suitable and housing is achievable within the 5 year period.
- 3.40 **“Developable”** sites should also be suitable and with a reasonable prospect that the site could be developed at the point envisaged.

Phased Delivery of New Housing

- 3.41 In addition, allocations need to be phased in order to ensure a continuous 15 year supply of housing land in accordance with national policy. The starting date for the phasing of new housing allocations is 1/4/2012. There will then be three periods each of 5 years. The target is to maintain a regular and consistent supply of housing over each of the phases to support anticipated growth in the local economy, and the provision of any necessary new and improved infrastructure. There will be opportunities to review. The Strategy being proposed acknowledges that the provision of housing is less than the forecast modelling indicates. The Council is confident however, that there is sufficient land to meet the first two phases of the plan but acknowledges that if some of the key economic drivers and other factors accelerate there needs to be appropriate time to review a potential increase in the number of homes proposed for the end of phase 3 and beyond and where they would best be located. For these additional numbers and future growth post 2027, this is likely to require a change of direction from the current distribution strategy
- 3.42 Prior to 2012, new housing completions are expected to comprise existing outstanding planning permissions; potentially the outstanding housing allocation at Rendlesham, and other smaller scale community led housing schemes for which no specific allocation is required. (See Table 3.2).
- 3.43 The proposed indicative phasing of allocations (on both 'brownfield' and 'greenfield' land) is shown in Table 3.2. An updated housing trajectory (see glossary) will be provided annually as part of the Annual Monitoring Report. The precise site locations and associated phasing of housing delivery will be set out in supporting Development Plan Documents (site specific or area action plans).

Table 3.4: Indicative Phased Release of New Allocations

	Dwellings	Nature of Housing Allocations
PHASE 1: 2012-2017	1,560	Specific, deliverable
PHASE 2: 2017-2022	2,340	Specific, developable
PHASE 3: 2022-2027	1,360	Specific developable & Broad location
TOTAL	5,260	

Years are from 1st April to 31st March

Target for Previously Developed 'Brownfield' Land

- 3.44 National planning policy PPS3 Housing continues to emphasise the need to make effective use of land by re-using land which has been previously developed. The priority will be to find and allocate previously developed brownfield sites if at all possible with "greenfield" sites being developed second. Given the nature of the district, however, few sizeable brownfield land opportunities exist. The supply of small sites has also diminished following the Government announcement that residential gardens should now be considered to be greenfield. What does exist however, are previously developed greenfield sites e.g. old farm complexes, piggeries etc some of which could usefully be considered for redevelopment having regard to the overall strategy for the district. When looking to allocate sites these will be considered ahead of "new" greenfield land.
- 3.45 The Council now proposes a nominal target of 12% of homes on brownfield land given:
- The lack of previously developed land
 - The need to consider the retention of sites in employment use given their contribution towards the strategy for the rural economy.

Objective 3 - New Homes

To provide for the full range of types and locations of new homes to meet the needs of existing and future residents of the district.

- 3.46 ***Summary Outcomes:** New homes will be provided of a type, size and tenure appropriate to the needs of the district including supported housing for vulnerable groups, established through research and monitoring. New affordable homes for rental and assisted purchase will be created. The level of need will be monitored through updates to the Local Housing Needs Assessment study. Where there is a demonstrable requirement for a particular type of property e.g. smaller home, these will be made available. Other needs will also need to be addressed such as those of the local Gypsy, Traveller and Travelling Showpeople communities.*

House Size, Type and Tenure

- 3.47 In addition to ensuring a supply of housing land it will also be necessary to ensure that the size, type and tenure mix of housing built in Suffolk Coastal is reflective of its needs over time.

Strategic Policy SP3 – New Homes

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

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

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

- 3.48 To achieve this, the general starting point will be that all housing developments of 5 or more units, will be expected to provide a mix of house types, sizes and tenures that meet the profiles set out in the Strategic Housing Market Assessment and Local Housing Assessment. On large allocations made in the LDF (Site Specific Allocations or Area Action Plan documents) a guide to the mix of house types and sizes appropriate to that site and situation will be provided by the Council in consultation with the local community and the developers through a Development Brief.
- 3.49 As a general rule across the district the proportions shown in Table 3.5 should be sought in terms of house size. These have emerged from the Local Housing Assessment. The achievement of these targets will be monitored.

Table 3.5 TARGET PROPORTIONS OF HOUSE SIZES

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

Due to rounding columns may not add up to 100%

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

Affordable Housing

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

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

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

Social rented housing is:

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

Intermediate affordable housing is:

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

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

** Eligible is defined in PPS 3 Housing*

- 3.51 The District Council commissioned a Local Housing Assessment, completed in July 2006, which identified the affordable housing need of the district as 24% of all new homes. Policies SP1, SP19, DM1 and DM2 provide the framework within which to provide the estimated 1,820 affordable homes required over the period 2010 to 2027. The breakdown of these homes will be:

- 75% social rented homes and
 - 25% intermediate affordable homes
- 3.52 These targets will be monitored and may be modified to take account of up-to-date housing needs surveys through the plan period.
- 3.53 The targets are to be achieved primarily by two means (see policies DM1 and DM2):
- i) As a proportion of new housing developments granted consent. These will normally be within settlement envelopes and will include a proportion of the allocations made in the Site Specific Allocations and Area Action Plan Development Plan Documents. The proportion will be 1 unit in 3 to be an affordable one and the threshold before the policy comes into play will be:
 - 3 new homes in Key Service Centres, Local Service Centres and Other Villages (see settlement hierarchy); and
 - 6 new homes in Major Centres and Market Towns
 - ii) 'Exception' sites that have not been allocated and would not normally receive planning permission (normally because they lie outside the "village envelope"). Here, all of the homes should be affordable ones. However, a maximum of one in three units could be a home for sale on sites put forward by parish councils through parish plans. The actual number will depend upon local circumstances, local need and the overall viability of the scheme. Exception site provision may also come forward under the new proposed Community Right to Build, or other small scale local schemes. Demonstrated local support for the scheme will be crucial in all instances.
- 3.54 This strategy for achieving affordable housing has been validated in respect of its viability in association with the Strategic Housing Market Assessment evidence. The monitoring process will continue to evaluate viability issues such as the housing market and the cost of providing services in order that the policies can be re-examined in a future review of the Core Strategy.

Gypsies, Travellers and Travelling Showpeople

- 3.55 Suffolk Coastal is home to a relatively stable population of New Travellers although no authorised site provision currently exists. The Suffolk Cross-Boundary Gypsy and Traveller Accommodation Assessment 2007 GTAA together with twice annual caravan counts provides the evidence of need within the District. This document which covered the five local authority areas of Suffolk Coastal, Mid Suffolk, Babergh, Ipswich and Waveney identified a need within Suffolk Coastal at that time for some 31 **residential pitches** for Gypsy and Traveller families in the period 2006 to 2011. In order to cater for future needs, the GTAA recommended that provision should be made for an annual 3% compound increase. It did however recognise that the situation within Suffolk Coastal was somewhat unique
- 3.56 In addition it is suggested that Suffolk Coastal might accommodate a site for **transit pitches** in the Ipswich/Felixstowe area as well as **plots** for Travelling Showpeople.
- 3.57 As noted, within Suffolk Coastal the need is for 'New Travellers' many of whom have lived within the district for a number of years but without provision of authorised sites. Given the nature of the needs of New Travellers it is unlikely that single, permanent facilities such as would be found on a more traditional authorised Gypsy site will be effective. A creative and, perhaps, more innovative approach is likely to be required working with the Travellers and the local communities to secure a satisfactory outcome.

- 3.58 With regards to increased pitch provision over time, the Council does not intend to- apply the 3% increase The reason for this is the population make-up of the local groups.
- 3.59 In respect of Travelling Showpeople, the Council will liaise directly with The Showmen's Guild and the owners and occupiers of the one site within the district. If a need for increased provision can be demonstrated, a site(s) for Travelling Showpeople could potentially be identified in the Site Allocations or Area Action Plan documents. It is more likely however that such a site(s) would be secured by means of a planning application, made in accordance with the relevant policies in this Core Strategy.

Strategic Policy SP4 – Gypsies, Travellers And Travelling Showpeople

The Council's strategy for addressing the needs of Gypsies, Travellers and Travelling Showpeople as identified in the GTAA is:

- **to liaise directly with the 'new' traveller groups themselves on their needs and how these might be met;**
- **To maintain discussions with local parish councils currently affected by illegal/unauthorised encampments;**
- **To discuss potential approaches to the issue with local landowners such as the Forestry Authority;**
- **To work with adjacent authorities to identify a suitable site for transit use; and**
- **To assess proposals for new encampments against criteria set out in Development Management policy DM9.**

In respect of Travelling Showpeople, the Council will liaise directly with The Showmen's Guild and the owners and occupiers of the one site within the district. If a need for increased provision can be demonstrated, land for travelling showpeople may be made in the Site Allocations and Area Specific Policies Development Plan Document but is more likely to be provided by means of a planning application made in accordance with other relevant policies within the Core Strategy

THE ECONOMY

Objective 4 - Economic Development

To support the growth and regeneration of the local economy and to build on those elements of its unique economic profile that are identified as being of sub-regional, regional and national significance.

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

The Need for New and Retention of Existing Jobs

- 3.61 The East of England is one of the fastest growing regional economies in the UK. Within it, the Haven Gateway (See Map Appendix A) is currently a designated Growth Point.(see para 2.04 & 2.26) Evidence provided as background to the RSS identified 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.. Suffolk Coastal will be expected to contribute to this total. This and other employment evidence suggests that the Haven Gateway area is well on target to achieve this level of provision.
- 3.62 The role of the Core Strategy is to provide the framework within which business can operate including an indication of the scale of new employment land to be provided through the Site Specific Allocations and Area Action Plan documents. Providing support for the myriad of existing businesses both large and small to grow and expand is a key part of this.
- 3.63 Provision of new jobs is expected to occur over a wide variety of economic sectors including health, retail, tourism etc. This section however concentrates on those jobs within Use Class B1, B2 and B8 i.e.uses such as offices, manufacturing, research and development as well as storage and distribution for which development land is more normally required. As noted previously, critical to the creation of new jobs is ensuring that the existing employment base is secured and supported. Support will also include working with others to secure improved broadband provision which is seen as being increasingly vital if the local economy is to remain buoyant and to ensure that that key employment sectors retain their national and sub-regional significance.
- 3.64 Employment land evidence which underpins the Core Strategy confirms that the District's main employment sites remain appropriate to use and are likely to continue to prove attractive areas for business to locate or expand. Across the district therefore, employment land will be established or protected in order to support jobs and to underpin and diversify the local economy in accordance with the Settlement Hierarchy. This is particularly significant in the southern part of the district where economic development within Suffolk Coastal contributes to the needs of the wider Ipswich area and vice versa In particular BT Adastral Park at Martlesham Heath and Felixstowe Port are both identified as being of strategic importance within the sub-regional and national economies. Further significant employment opportunities are to be found at and around Ransomes Europark which straddles the Suffolk Coastal / Ipswich Borough border. Should a decision be taken at the national level to develop new nuclear provision at Sizewell, then this will provide significant new job opportunities both through the construction phase (approx 4,800 jobs) and in the longer term (approx 600/700). There is also a developing low carbon corridor linking the district with Lowestoft to the north that will also have some potential job opportunities. Elsewhere employment opportunities are to be found at the market towns and at some of the larger villages such as Wickham Market and Rendlesham.
- 3.65 Given the location of these major employment sites in the southern part of the district around the major centres of Ipswich and Felixstowe, the focus of further economic development is primarily well related to these areas. Evidence confirms that additional land will be needed to support port related development. However, it is also acknowledged, that such locations may need to be found both within and outside of the district along the A14 corridor. Background evidence suggests that this search area could extend as much as 30 miles from the port.
- 3.66 Elsewhere, small and medium enterprises, which comprise the major element within the local economy, will be supported to prosper and grow due to a combination of suitable

land, premises, adequate infrastructure and a labour supply with the necessary skills. Improved opportunities for higher and further education locally will have a significant role to play in supporting local businesses.

- 3.67 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, and a requirement of, the development of the Port (Felixstowe South Regeneration or FSR), so as to limit road usage. Greater use and improvement of the two passenger rail lines within the district will help in terms of maximising the efficiency of the transport network. Managing traffic on the A14 to ensure that it can continue to operate effectively as a major freight route and upgrading the A12 are encouraged (see Transport). Improved transport links between the rural communities to provide better access to training and educational facilities and to employment opportunities is a key part of the overall strategy.
- 3.68 Appropriate incentives and planning policies will need to be developed to ensure business will want to locate in the area. The increasing role of social enterprises is also important. One means of achieving this is to ensure that adequate land and buildings are available through the identification of new areas for employment uses. These will be identified in the Site Allocations and Area Specific Policies Development Plan Document.
- 3.69 Another source are those sites that are in existence now and that may be under pressure for redevelopment for other uses, most noticeably housing given the higher land values. Such sites and buildings should be protected wherever a need can be demonstrated.

Strategic Policy SP5 – Employment Land

The Core Strategy will make provision for at least 8.5 hectares of new employment land within the district in support of business and to help facilitate the provision of new jobs. This represents its contribution towards the creation of in the region of 30,000 new jobs identified previously in the RSS within the Suffolk part of the Haven Gateway.

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

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

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

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

Elsewhere across the district there are a number of employment areas that are significant at the district level. These are identified as General Employment Areas and will be identified in the Site Allocations and Area Specific Policies Development Plan Document and will be shown on the Proposals Map. The appropriate uses in General Employment Areas will normally be B1, B2 and B8 uses unless specified in specific policies. Other ancillary uses such as take away food, nurseries/crèche, and leisure may be appropriate if the primary purpose is to provide a service to local workers and not a wider area.

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

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

Economy and Regeneration

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

Strategic Policy SP6 – Regeneration

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

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

Objective 5 - The Rural Economy

To sustain, strengthen and diversify the rural economy

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

Strategic Policy SP7 – Economic Development in the Rural Areas

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

The Council's Strategy will involve:

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

Objective 6 - Tourism

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

- 3.75 *Summary Outcome: To facilitate and support the creation of a tourism industry locally that is built on and complements the character of the area and that supports local economic regeneration. This will seek to increase the attraction of the district as a tourist destination, enable the enhancement of existing and provision of new, tourist facilities and attractions that are respectful of the environment, and recognise the value of the environment, particularly the Area of Outstanding Natural Beauty and to a more limited extent the estuaries, as attractions in their own right. Implementing management*

strategies that control visitor access and visitor numbers at tourist “hotspots” and particularly sensitive locations will be key to a successful tourism strategy.

- 3.76 *The strategy will also focus on the role that tourism is expected to play in helping to maintain and regenerate the area’s seaside towns of Felixstowe and Aldeburgh. As part of this strategy tourist accommodation should be protected and enhanced, particularly in the resorts.*
- 3.77 The diversity of the environment within the district as well as its rich history and culture enable it to appeal to a variety of tourist markets ranging from day visitors, short breaks, business tourism and traditional summer holiday type uses. It is within easy reach of large sections of the population in the South-east and Midlands. The opportunity also exists to raise the profile of the area as a place to visit by foreign tourists linked with the 2012 Olympics as few visit the area at present. Increasingly, the district is also seen as an area attractive to second homeowners, with its implications for the local housing market.
- 3.78 The tourism appeal of the district to the west of the A12 receives less attention but to the east with its forests AONB, Heritage Coast and seaside towns and villages has resulted in some places in significant adverse impacts on the host communities. Also, due to the soft nature of the coastline, erosion and risk of flooding present a continual threat in some areas.
- 3.79 Improving what is on offer to the tourist including how it is managed is a Council priority, not only for the wider district, but also particularly in relation to its role in the regeneration of Felixstowe, and to the continuing prosperity of the market towns. Improving the tourism potential of Felixstowe is seen as an important element in achieving the regeneration of the town. Providing continued support in principle to the tourist industry will therefore, remain a priority within the Plan. At the same time, it is recognised that such support needs to be tailored to ensure that any expansion does not materially harm, in particular, the natural and built environment assets that are the main attractions for visitors to the area and which are so important to the quality of life of local residents.
- 3.80 In recognition of the diversity of the nature of and tourist appeal of different parts of the district, a discerning approach to existing and new tourist provision will be applied. It comprises a policy whereby the district is divided into distinct areas where the tourism potential will be managed, encouraged or resisted. The result is a hierarchy of tourism development, linked to the hierarchy of settlements. This has the ability to balance the advantages of tourism to the economy and the disadvantages of impact on the environment.

Strategic Policy SP8 – Tourism

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

The areas are:

- a. The resort of Felixstowe, located on the coast and adjacent to the AONB, which is a priority for new tourist activity;**

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

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

Objective 7 – Felixstowe and the Market Towns

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

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

Introduction

- 3.82 The Suffolk Coastal District comprises a large geographic area with over 100 towns and villages of varying size, many providing a range of facilities as set out in the Settlement Hierarchy.
- 3.83 The **five market towns** in the district have a vital role to play in serving their neighbouring rural communities as service centres, as does Felixstowe. Whilst the Settlement Hierarchy sets out the provision of facilities and scales of development that can be expected of a market town, it is equally important to recognise the unique

character and role played by each. (see Section 4 policies SP21 –SP26) A key feature of their individual identity is the quality and character of their town centres, and it is this that also makes them attractive as tourist destinations. It is vital, therefore, to ensure that the planning framework facilitates the continuing strength of town centre retailing and services in the market towns. By developing this approach it will also reduce travel requirements and make a contribution to reducing greenhouse gas emissions. It is also vital that enterprise is encouraged in our rural areas and market towns.

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

Retail Provision - Town Centres

- 3.85 Within the district the main retail centres are the six town centres in the district - Felixstowe and the five market towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge. A retail study carried out in 2003 and updated in 2008/9 shows a provisional capacity for additional floorspace in all town centres given the predicted increase in residents' spending, particularly where the strategy is one of planned growth. The exception is Aldeburgh in respect of convenience floorspace, there being sufficient in the town now to meet future needs. The Retail Study includes predictions up until 2025; the extension of this to 2027 and beyond will be included within the next review. The study identifies the capacity within each town centre as follows:-

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

- 3.86 The Local Development Framework will enable the creation of this additional floorspace through:
- allocations where appropriate in the Site Allocations and Area Specific Policies Development Plan Document; and
 - the granting of planning permission for specific proposals (having regard to national policy contained within Planning Policy Statement 4, Planning for Prosperous Economies, and the retail studies 2003 and 2008/9); and
 - Area Action Plans.
- 3.87 Any changes to the town centre boundaries will be identified in due course through the Site Allocations and Area Specific Policies Development Plan Document or the Area Action Plans. It is these documents also that will provide any policies as appropriate to take on board the Government's stated intentions with regard to "flexible zoning".

Other Retail Centres

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

appropriate. The Community Right to Build provides an actual mechanism for local communities to step in when local facilities are at risk of being lost.

- 3.89 In addition, the population is served by substantial out-of-town retail stores and centres at Martlesham and Purdis Farm. The further development at these centres will be resisted where it would compete to the detriment of the viability of the market towns.
- 3.90 No need has been proven requiring a new retail centre to be provided. However, district/local centre provision will be required to serve new housing development and where appropriate to support new business provision.

Strategic Policy SP9 – Retail Centres

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

Retail centres are considered to consist of:

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

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

TRANSPORT

Objective 8 - Transport

To enhance the transport network across the district

- 3.91 Summary Outcome:
- 3.92 *To work with partners and developers to provide an integrated and well managed transport system (both within and beyond the District boundaries), that meets the needs of residents and business including minimising the need for people to travel by private car, making the most of opportunities for freight to be moved by means other than road and ensuring that improvements are made to public transport and the to the local foot and cycle networks particularly where they provide access to local facilities.*
- 3.93 *To secure at an appropriate time any identified necessary improvements to the transport network where this is required to support the scale and distribution of new housing and employment development as set out in the Settlement Hierarchy (SP19).*
- 3.94 *To continue to recognise that the nature of the district is such that use of private motor vehicles will remain important particularly within the rural areas and reflecting this in standards of provision for off-road parking. At the same time, supporting innovative approaches to the provision of public transport across these more rural areas to help address problems of rural isolation.*

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

Transport Provision

- 3.96 A key objective of national policy, reflected in this Core Strategy, is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling, thereby helping to reduce CO2 emissions and encouraging a healthier lifestyle.
- 3.97 Accordingly, new development that is likely to generate significant journeys in terms of numbers and length should be sited in locations that are, or have the potential to be, well served by public transport, walking and cycling. The most accessible locations tend to be the major urban areas, market towns and key service centres.
- 3.98 At the same time, the district has an important role to play within the regional and national economy. The Port of Felixstowe in particular, operates as an important gateway between the rest of the UK, Europe and the Far East. It is for this reason that the A14 is designated a European Transport Route.
- 3.99 The A12 is an important route serving the growing and expanding Low Carbon Energy Corridor between Sizewell and Lowestoft.
- 3.100 The transport strategy therefore promotes a twin approach in support of the wider spatial strategy. On the one hand, it supports and promotes more sustainable choices for people, particularly in relation to local journeys. This means identifying key public transport links where investment should be concentrated as well as improvements to the local foot and cycle path network where walking and cycling offer realistic alternatives to journeys which would otherwise be made by car or other private motor vehicle. Developer contributions will be a key source of funding but must be supported by strong partnership working if maximum benefit is to be achieved.
- 3.101 The second strand is to manage traffic movements on the strategic road network to support wider regional and national economic objectives. In relation to the A14 and A12 a number of junction improvements are already programmed in association with new large scale development within and outside the district e.g. at Seven Hills interchange and Copdock interchange. Upgrading the rail line from Felixstowe as part of the Felixstowe South Re-configuration port improvements will enable more container traffic to be taken off the A14. Recently completed improvements to the East Coast Rail Line between Ipswich and Lowestoft will allow the introduction of hourly services thereby making the train a realistic alternative to the A12. The Council will continue to work with and lobby the relevant highway and planning authorities to secure improvements or alternatives to these routes.

The A14 and A12

- 3.102 At the national and sub-regional level the A14 and A12 are important transport arteries which serve the dual purpose of providing strategic links to the wider road network and employment centres as well as providing local access. It is essential if the development strategy for the district is to be successful, that these routes can function as they should. Responsibility for ensuring that the efficiency of these routes is maintained rests with the Highways Agency and Suffolk County Council, but is influenced by the longer term development plans of those of the local planning authorities whose areas they traverse. The impact of development on the functioning of this strategic route network was

previously assessed in two key transport studies - the Newmarket to Felixstowe Corridor Study (August 2005) and the Haven Gateway Ipswich A14 Corridor Study (July 2007) produces as part of the background evidence to revoked Regional Spatial Strategy. In relation to Suffolk Coastal, the latter document in particular provides the background for the current approach to managing traffic movement on the A14 between Felixstowe and the western side of Ipswich, and the acknowledged pinch point of the Orwell Bridge.

A14

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

A12

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

line. Implementation of this improvement is seen as a locally critical requirement in connection with the probable development of Sizewell C nuclear power station.

- 3.107 The Council's preferred approach to this northern section of the route is to support in general its up-grading, given its importance to local traffic movements to much of the district, and the lack of suitable alternative routes, particularly for delivery and other heavy goods vehicles. Such support is, however, subject to consideration of other issues, not least the fact that the settlements are located within a Special Landscape Area. Any scheme to improve the road would therefore have to carefully assess and balance the environmental impacts.
- 3.108 The A12 south of Woodbridge is a dual carriageway but is subject to separate pressure as a result of the strategic levels of proposed housing and employment growth east of the A12 at Martlesham. A transport assessment has been undertaken to identify the impact of this development on the strategic and local road network and forms part of the evidence base supporting this Core Strategy. In relation to the A12 it identifies the need for improvements to each of the main roundabouts between A1214 and Seven Hills Interchange as a consequence of this scale of development. The timely provision of these improvements will be a requirement of these developments and will be expected to be provided by means of developer contributions.
- 3.109 To help achieve the Council's vision, and to ensure the district can continue to meet wider regional objectives, the continual enhancement of all routes will be sought and supported, especially where these are required as part of the infrastructure for new developments. A combined approach working particularly closely or in partnership with other neighbouring authorities; regional bodies, the relevant highway authorities and public transport providers will be necessary if this is to be achieved.

Strategic Policy SP10 – A14 & A12

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

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

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

Subject to conformity with other elements of the strategy, particularly in respect of the environment, the Council supports the provision of improvements to the A12 (north of Woodbridge) including as a first priority, provision of a by-pass or other solution for

Little Glemham, Marlesford, Farnham and Stratford St Andrew (the “four villages”) where the road is particularly narrow and twisting with buildings located very close to it.

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

Accessibility

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

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

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

Public transport – rail

3.112 In addition to improving facilities at stations, a proposal by the rail operator to upgrade the service on the east coast line between Ipswich and Saxmundham (due to start at the end of 2010) and Ipswich and Lowestoft at a later date to an hourly service will make rail a realistic alternative to use of the car or bus for some journeys and relieving traffic on the A12. Crucial to securing the full improvements is the provision of the Beccles Loop, for which funding has now been agreed.

3.113 The Felixstowe railway line is also an important freight route. A number of improvements are required to this route as part of the port expansion works. Putting more freight on the railway will also help to limit the amount of container traffic on the A14.

3.114 Securing improvements will take place both incrementally as and when public funds become available and more specifically in conjunction with major new development proposals, particularly those noted for the area East of A12 at Martlesham and at Felixstowe/Walton and Trimley villages. The Council will work with neighbouring authorities; highway authority, transport service providers, developers and others to facilitate these improvements.

Strategic Policy SP11 - Accessibility

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

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

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

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

THE ENVIRONMENT

Objective 9 – Climate Change

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

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

Strategic Policy SP12 – Climate Change

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

- **Ensuring development minimises the use of natural resources by utilising recycled materials where appropriate, minimises greenhouse gas emissions, incorporates energy efficiency, encourages the use of**

public transport, helps to reduce waste and minimises the risk of pollution;

- Encouraging and promoting schemes which create renewable energy where consistent with the need to safeguard residential amenity, the environment and the landscape;
- Minimising the risk of flooding and ensuring appropriate management of land within flood plains; and
- Improving the process of estuary and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions

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

Renewable Energy

- 3.117 The Climate Change Act 2008 aims to encourage the transition to a low carbon economy in the UK through unilateral legally binding emissions reduction targets. This means a reduction of at least 34% in greenhouse gas emissions by 2020 and at least 80% by 2050. Suffolk Coastal District Council signed the Nottingham Declaration on Climate Change in October 2006 and committed to producing its own climate change strategy for reducing CO₂ and other greenhouse gas emissions which was agreed in November 2009.
- 3.118 The Government has estimated that around one third of the country's carbon emissions come from energy generation. Through Planning Policy Statement 22: Renewable Energy, it promotes and encourages schemes that utilise renewable energy resources. This should be in tandem with energy efficiency measures, particularly in new development (also see Development Management Policy DM24 on Sustainable Construction). The recently published National Policy Statement on Energy also indicates a need for new nuclear provision as a low carbon technology.
- 3.119 The Suffolk Coastal area can contribute towards the generation of renewable energy, most notably through biomass schemes and wind power including turbines and landing points to serve off-shore provision. The former will generally be supported, subject to the consideration of proposals for associated buildings and grid connections. The cumulative impact of energy proposals will have potentially significant impacts on the Suffolk Coastal countryside and the Council will be working closely with government and other agencies to ensure grid issues are not resolved incrementally. In respect of wind power the district's environment is a sensitive one and needs protection. As the concept of renewable energy is promoted at national level, the option of resisting wind power generation entirely is not appropriate. Instead, the Core Strategy will apply national policy on the subject and generally encourage the generation of renewable energy, most notably to serve local communities, but seek to protect the environmental assets of the area. See policy DM24

Nuclear Power

- 3.120 The Government has determined that new nuclear power stations will be necessary if the UK is to meet its carbon reduction targets and meet the nation's energy needs. Decisions on the potential locations of any new nuclear power stations will be taken at

national level and the various regulators would assure safety, security and radiological issues of design proposals.

- 3.121 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.
- 3.122 Sizewell is one of the locations formally identified as a potential site for new nuclear provision and will be considered as part of the national strategic assessment. If an application for an additional nuclear station were to be made, it would be submitted to the Infrastructure Planning Commission (or its successor body) under the Planning Act 2008. The Council would be a statutory consultee. The timeframe for construction of a new nuclear power station should it go ahead would be within the timeframe of this Core Strategy. It is therefore appropriate for this Core Strategy to consider the local issues and how these issues should be assessed without indicating any support or otherwise for the concept of nuclear power.
- 3.123 Consideration also needs to be given to the fact that development of a nuclear station may be undertaken at the same time as the decommissioning of the Sizewell A station. Sizewell B is currently proposed to generate electricity until 2035.

Strategic Policy SP13 – Nuclear Energy

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

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

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

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

Flood Risk

- 3.124 The district comprises gently undulating countryside intersected by a number of freshwater rivers such as the Deben, Alde and Ore, which have large flood plains. Much of the coastline is low lying, below sea level, and protected by sea defences against tidal inundation.
- 3.125 Parts of the district are therefore potentially at risk from both fluvial and tidal flood risk and from coastal erosion. Inevitably there are serious concerns about the impacts of coastal erosion and coastal flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore of considerable concern and are key factors in determining the scale and location of development. The implications of flood risk and coastal erosion are different to other environmental concerns, as they can have a direct impact on human health and safety. It is therefore appropriate to raise them separately from other environmental concerns.
- 3.126 The Environment Agency defines flood risk in terms of three Zones:
- Zone 1 has a low probability of flooding
 - Zone 2 has a medium probability of flooding
 - Zone 3a has a greater than 1 in 100 probability of river flooding in any one year or 1 in 200 of coastal flooding
 - Zone 3b is the functional flood plain
- 3.127 In order to assist the process of determining where new development should be located, the Council has commissioned a Strategic Flood Risk Assessment (SFRA). This information will be used to influence the final choice of development sites and the phasing of their development. Further advice in relation to individual sites that are subject to a planning application is already provided by the Environment Agency.
- 3.128 In relation to the Core Strategy, the SFRA has been used to help determine the broad scales and distribution of new development and in the formulation of relevant Development Management Policies. Regard has also been had to national planning policy advice PPS25 Development and Flood Risk. The Environment Agency also holds information relating specifically to areas at risk from coastal erosion which will be used to help determine planning applications within these defined areas.

Other Sources of Pollution

- 3.129 In respect of air pollution, the Council has declared two Air Quality Management Areas (AQMA's). These are located at specific areas in Felixstowe and Woodbridge. The Council is working on action plans to hopefully secure improvements. Whilst there are no other AQMA identified, there is a potential conflict in siting new development close to the main road networks. Care will need to be taken to ensure that the scale and location of new development does not create new problems that could result in additional AQMA's having to be declared. This may influence the location and mix of uses on potential development sites.
- 3.130 It is considered that other pollution issues such as those relating to noise, odour and light which can add to the pressures caused by climate change, can be adequately dealt with under generic development management policies, or other legislation. The Core Strategy policies in relation to the siting and potential change of use of existing employment sites are particularly relevant in this context. (DM10 & DM12)

Objective 10 – The Coast

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

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

- *the co-ordinated application of policies and resources to enable key social, economic and environmental assets to be safeguarded where feasible;*
- *enabling assets and infrastructure (including economic and social infrastructure) to be substituted or adapted where it is not feasible and /or desirable to safeguard them in their current location; and*
- *the risk to people and property being managed to acceptable levels*

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

Objective 11 - Protecting and Enhancing the Physical Environment

To maintain and enhance the quality of the distinctive natural, historic and built environments including ensuring that new development does not give rise to issues of coalescence

3.133 *Summary Outcome: To promote a spatial strategy that protects and enhances as far as possible the distinctive and valued natural and historic landscape, and the built environment of the district. To ensure, in particular, that where strategic new development takes place appropriate compensatory and mitigatory measures are secured to ensure that any adverse impacts are limited and that it does not result in coalescence*

Biodiversity and Geodiversity

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

Table 3.6 Areas of Wildlife Importance

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

- 3.135 In 1992 the UK was one of 157 nations to sign up to the Convention on Biological Diversity. In 1994 the UK Biodiversity Action Plan was published confirming the government's commitment to the principles and requirements of the Convention. The government recognises that a Biodiversity Action Plan has been prepared for Suffolk. This includes all relevant habitats and species that are identified in the UK Action Plan along with a number of Suffolk 'character' species that had been identified during the process of public consultation. The Suffolk Biodiversity Action Plan is available on the Suffolk County Council website at <http://www.suffolk.gov.uk>
- 3.136 Geodiversity may be defined as the natural range of geological features (rocks, minerals, fossils, and structures), geomorphologic features (landforms and processes) and soil features that make up the landscape. It includes their assemblages, relationships, properties, interpretations and systems. The district contains the following two Regionally Important Geological Sites (RIGS):
- i) Dunwich Cliffs
 - ii) Dunwich Heath Cliffs
- 3.137 The Council is duty bound to afford protection to areas designated for their geodiversity and biodiversity interest with the highest levels of protection going to those areas of international and national importance. These will be identified on the Proposals Map. The issue in relation to the Core Strategy will be to ensure that sufficient regard is had to these areas when identifying levels and scales of new development to be accommodated throughout the district. Whilst some of the broad locations identified for development are included at this level, it is more of an issue to be addressed at the Site Specific Allocation or Area Action Plan stage where development will, wherever possible, avoid such areas if impact is deemed to be significant and mitigation measures are impractical.
- 3.138 Overall, the strategy for biodiversity and geodiversity will be for them to be protected and enhanced using a framework based on a network of:
- Designated sites (international, national, regional and local)
 - Corridors and links
 - The rivers, estuaries and coast; and
 - Habitats and species identified in the Suffolk Biodiversity Action Plan and Suffolk Local Geodiversity Action Plan.

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

Strategic Policy SP14 – Biodiversity and Geodiversity

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

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

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

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

Historic Environment

- 3.139 The importance of buildings and places is also recognised as contributing to peoples' general quality of life. The district contains a rich historic legacy in terms of its archaeology, individual buildings and groups of buildings, and historic street patterns all adding to the social and cultural history of the area.
- 3.140 In relation to the built environment, the designation of conservation areas, scheduled ancient monuments, historic parklands and the listing of buildings are all issues that can be addressed outside of the Local Development Framework process. The role of the Core Strategy in relation to these topics will be to provide general advice supporting their retention and enhancement whilst minimising any significant adverse impacts upon them. National (PPS5 Planning for the Historic Environment) policy exists with this aim and will be applied rigorously.
- 3.141 As a separate exercise, each of the current 34 designated conservation areas is being examined in a Conservation Area Appraisal, to be adopted as Supplementary Planning Document. In accordance with good practice the Council will also strive to maintain a register of listed buildings at risk and action will be taken against owners where appropriate.
- 3.142 In addition, where detail is particularly important when considering individual development proposals more specific advice is provided in Section 5 under Design.

Landscape

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

- 3.144 The district also contains other land that is designated at the county level as being important for its landscape value (river valleys and estuaries), the Special Landscape Areas (SLA) as well as landscape types identified through the Suffolk Landscape Character Assessment (LCA). Those other parts of local importance will be designated as such, being a key asset for local people and visitors.
- 3.145 LCA recognises the merits of the landscape character types that have resulted from the differences in a range of features including field and settlement patterns, biodiversity, soils, cultural heritage and local building materials. The Council considers it important that these different character areas are conserved and enhanced, but that this must be integrated with the need to accommodate change in order to address social or economic objectives and meet the needs of communities. In doing so it will be necessary to ensure that not only is harm to the environment minimised, but also that opportunities are taken to bring about improvements wherever possible. This applies whether the initiative for change is brought about by land management decisions or new development.
- 3.146 Any decision that may be taken in the longer term to either delete or amend the SLA designation would be based on the findings of the Landscape Character Assessment and the success in implementing any guidelines generated by it. The success or otherwise of this approach will be monitored. In the meantime, the SLA boundaries will continue to apply and these will be set out in the Site Allocations and Area Specific Policies Development Plan Documents.

Townscape

- 3.147 Townscape is considered to be equally important and within urban areas the impact of any development, whether in a conservation area or not, will be particularly relevant. The cumulative impact of apparently small changes within a street scene can result in significant impact e.g. removing front garden walls and tiled paths from a terrace of Victorian properties. Townscape is also very often a reflection of the history of the town or village and helps define and shape particular communities and neighbourhoods.
- 3.148 Design policies are contained elsewhere in this Core Strategy but the role of particular gaps and gardens in the street scene will be protected where necessary. Sites, gaps, gardens and spaces that make an important contribution to a particular location in their undeveloped form will be identified and protected where known in the Site Allocations and Area Specific Policies Development Plan Document. Until then, those areas currently designated under Policy AP28 in the “saved” policies of the Suffolk Coastal Local Plan (incorporating 1st and 2nd alterations) will continue to be protected.
- 3.149 More generally, the setting of settlements within their wider landscape context is an important function in defining and maintaining quality of place and identity. Across the district there are many instances where the space between settlements or smaller more isolated groups of buildings makes an important contribution to sense of place and where the introduction of new development could result in coalescence or the perception of coalescence and should be avoided. This principle will be applied by the Council in its Site Specific and Area Action Plan DPD’

Strategic Policy SP15 – Landscape and Townscape

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

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

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

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

Design

Objective 12 – Design

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

- 3.150 *Summary Outcome: Ensuring that whenever new development takes place, a high priority is given to design, not only in terms of the aesthetics but also function, energy efficiency, risk of crime etc. and the celebration of local distinctiveness.*
- 3.151 *Good quality design makes an area attractive to live in and encourages inward investment by business. In terms of housing, it will be tailored to meet the immediate and lifetime needs of local people.*

Design Generally

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

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

Housing Density

- 3.154 National policies require that housing developments should make effective use of land. This involves in part making best use of previously developed land, but also having regard to the circumstances of individual sites and tailoring development density accordingly. This is particularly relevant in a district such as Suffolk Coastal that contains a wide variety of settlements and building form.
- 3.155 The Council therefore intends to adopt a flexible approach to density across the district, but expects proposals for new development to be able to demonstrate that they are responsive to the existing distinctive character of an area or settlement. For example, lower densities may be justified in villages already characterised by development within larger plots. On the other hand, higher densities of at least 40 homes per hectare may be achieved in more sustainable locations in major centres and market towns, close to a good range of services and facilities. This might increase to 50 homes per hectare in town centre locations, where the development consists of flats/apartments and on-site car parking is deemed unnecessary. As a general guide across the district when assessing development schemes, 30 dph or below is considered low density; 40dph medium density and 50+ dph as high density. On large scale developments a mix of densities can be expected to be provided.

COMMUNITY WELL-BEING

Objective 13 – Accessibility

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

- 3.156 *Summary Outcome: To enable improved access to healthcare, leisure, education, training, employment and other services, when measured against national standards. Working in partnership, this will be achieved by a combination of:*
- *the retention and enhancement of appropriate key local services such as village post offices and shops, as well as district and local centres;*
 - *improvements to key transport links;*
 - *where appropriate, co-ordinating access arrangements with other relevant service agencies and service providers; and*
 - *the creation of additional or improved provision in association with, and to support, new development*
- 3.157 *Those residents of Suffolk Coastal considered to require particular attention include younger and older people, those who are disadvantaged, those in remote rural areas and those living in the relatively deprived areas of Saxmundham, Leiston and the southern parts of Felixstowe.*
- 3.158 Pockets of deprivation in some of our rural, coastal and urban areas are often obscured by average district level data. In our rural areas, social exclusion can be disproportionately influenced by limited access to services, as even the most basic of

community services such as grocery shops, banks and doctors' surgeries may be difficult to reach. The loss of local facilities like those from small towns, villages or neighbourhood centres leads to a significant number of residents being socially excluded. Lack of services therefore impacts on the vibrancy and cohesion of communities. Living in a rural area should not present unreasonable barriers to accessibility of services. Building socially inclusive, sustainable, thriving and supportive communities is vital in these isolated rural areas. In principle, the Council will support community initiatives under the Community Right to Build that would secure the long term future of these types of facilities locally.

3.159 For young people in particular, rural isolation needs to be tackled head on to overcome access issues to education and training, and to ensure that young people can access a range of positive activities and social networks. Elsewhere in the Core Strategy support is provided for the roll out of high speed broadband across the district. Support is also provided for suitable schemes which are designed to meet the transport needs of young people in rural areas at times when they most require it. Concentrating transport investment in key public transport links and expanding innovative schemes, such as the Suffolk Dial-a-Ride transport on demand, are critical parts of the overall strategy.

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

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

Objective 14 – Green Infrastructure

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

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

3.162 *A comprehensive green infrastructure network will be achieved by establishing and maintaining a network of accessible good quality play spaces, sport and recreation facilities (including allotments) based on established standards. In addition there will be*

a growing network of natural green spaces across the district based upon local standards to be created.

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

Sport and Play

- 3.164 Both the Council, through its corporate strategies, and the Local Strategic Partnership through the Sustainable Community Strategy, promote the concept of healthy communities. The Core Strategy seeks to ensure that the community is as healthy as possible by providing / promoting opportunities for it to live a healthy lifestyle. One of the ways of achieving this, and hence an important role for the LDF, is to ensure the provision of areas for active play, sport and recreation, or as set out below in relation to green spaces, areas for quieter, more informal leisure pursuits.
- 3.165 Play space can be broken down into the two elements, play areas for children's use (including equipped playgrounds and casual kick-about areas) and sports grounds for youth and adult use (including pitches, greens and courts). There are national standards for the provision of such play space, related to population size. The Council has carried out an audit of all facilities in every community and identified deficiencies. This was done in consultation with the communities themselves.
- 3.166 In addition, given the age structure of the population, more specific provision should be made for sport and leisure activities available to the general public but designed to meet the needs of older people.
- 3.167 Specific provision will need to be made in association with new housing development.

Strategic Policy SP16 – Sport and Play

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

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

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

Green Space

- 3.168 It is widely accepted that natural green spaces are an essential resource in creating an agreeable quality of life. This is particularly important within urban environments where parks and open spaces can be wildlife havens, places for quiet relaxation, places for healthy exercise, or focal points for community interaction. Green open spaces also

contribute to the character of any urban or rural settlement. Natural green space includes parks and other open spaces such as commons, 'green corridors', and areas of ecological interest over which there is public access.

3.169 Dependent on the size and type of green space, it can serve a variety of purposes, and help meet the needs of local populations and much wider e.g Rendlesham Forest provides a useful resource for residents of Ipswich and elsewhere. To help provide a strategic approach to such provision the following standards have been identified locally through the Haven Gateway Green Infrastructure Strategy as follows: :

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

3.170 Deficiencies across the Haven Gateway sub-region (which contains all of the Suffolk Coastal towns with the exception of Framlingham) have been identified in the Haven Gateway Green Infrastructure Strategy. A further study to identify provision and deficiencies across the rest of the District has been undertaken. This further study takes forward suggestions from each of the two studies to provide a range suggested actions which could be pursued across Suffolk Coastal District. This "Green Infrastructure Strategy" will form the basis of the implementation of the LDF.

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

Strategic Policy SP17 – Green Space

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

Objective 15 – Physical and Community Infrastructure

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

- 3.172 *Summary Outcome: To identify needs and deficiencies in public, voluntary and commercial service provision and seek new approaches to meeting those needs, in order to address deficiencies. Where appropriate allocations of land for specific uses will be made.*

It will also be essential to ensure that all new development is supported by appropriate infrastructure, and that providers / funders are clear as to their responsibilities.

“Infrastructure” extends to leisure and cultural needs, including art.

- 3.173 The Council identifies two types of infrastructure:

- Physical infrastructure – This includes transport facilities, water supply, foul and surface water sewage, drainage, waste disposal and utilities (gas, electricity and telecommunications). Flood defence is considered elsewhere.
- Community infrastructure – This includes health and social facilities, schools, cemeteries, open space and play space (considered elsewhere), community halls, etc. It is generally provided by the public and voluntary sectors.

- 3.174 The main driver of the requirement for new or improved infrastructure is the combination of housing and population growth. The main issues in respect of such provision are securing the necessary funding and ensuring that provision is appropriately phased. Key to the provision of appropriate infrastructure will be partnership working with the providers and engaging local communities prior to detailed negotiations with developers.

- 3.175 Where current infrastructure is inadequate to meet the needs of new development, developers will be required to fund new or improved infrastructure that is directly related to those needs. This is especially important when considering proposed large-scale allocations of housing land but equally applies to small-scale development proposals across the district. Already during the LDF process the following providers have indicated that developer funding will be necessary if standards are to be maintained:- transport, education, primary health care, police and play/open space. For the scales of development proposed east of the A12 and at Felixstowe Walton and Trimley Villages, separate Community Infrastructure studies have been undertaken to establish the scale of provision required to serve them.

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

Strategic Policy SP18 – Infrastructure

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

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

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

Such prioritisation will be contained within Supplementary Planning Documentation.

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

Note: At the time of writing, information is emerging in respect of the New Homes Bonus. It is possible that this may provide some resource with infrastructure provision. However, that may be subject to limitations, given that it appears that after the initial 4 years it is to be funded via a matching deduction to the Formula Grant, by which the general activities of Local Authorities are funded by Government. Policy SP2 will be kept under review in this context,.

4 The Spatial Strategy

INTRODUCTION

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

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

SETTLEMENTS

SETTLEMENT HIERARCHY

- 4.02 The most important "places" that the spatial strategy addresses, are considered to be the 100+ individual towns and villages across the district, because these provide the location for homes, jobs, services etc. Their character and location provide other historic and cultural links between the communities and their built and natural environments. They are a key component of the high quality environment that this district enjoys and which it is a stated priority to maintain.
- 4.03 Whatever the size and location of a community, too much development too soon, or of the wrong type, can damage the environment and local distinctiveness, and thereby impact on people's perceived quality of life. Establishing a Settlement Hierarchy is a useful policy tool for identifying a range of possible spatial development options which reflect both the needs and, where appropriate, the aspirations of the individual local communities in a manner which recognises their form and function, whilst at the same time providing for the scales of development identified through this Core Strategy to meet district needs to 2027. The Settlement Hierarchy, therefore, accords with both the principles of sustainable development / sustainable communities and national policy guidance on sustainable development whilst reflecting the diverse character and pattern of local communities.
- 4.04 Within the Hierarchy, the town and village settlements are categorised according to sustainability factors including size, level of facilities and their role in relation to locality and neighbouring communities, as well as their physical form. Scale and types of development are then specified across a range of uses considered necessary or appropriate for any community within each level of the hierarchy, to enable it to continue in its current role or to reinforce or achieve the role identified. As such, accordance or not with the hierarchy is the first issue of principle to which any future site allocation or individual development proposal should accord.
- 4.05 To further facilitate and guide the location of development at the larger settlements, **physical limits boundaries (or "village envelopes")** will be drawn up. It should be noted that physical limits boundaries are a policy tool and do not necessarily reflect the full extent of the town or village. Indeed where allocations are proposed, these will be sited outside of the settlement "envelopes". The "envelopes" will be re-drawn to include them once the site has been developed. In essence they serve to differentiate between the more built up areas, where development will normally be considered acceptable, and the countryside (policy SP29), where development will be strictly controlled in

accordance with national planning policy guidance and otherwise not permitted unless in conformity with the strategy for the countryside as set out in policy SP29, which includes other small scale, locally supported schemes.

- 4.06 In addition, where opportunities are still extremely limited within physical limits, there may be the possibility of development in surrounding 'clusters' of houses (DM4). The new Community Right to Build may offer the opportunity for additional provision however the full details of this scheme have yet to be finalised.
- 4.07 The following policy, which defines the Settlement Hierarchy, is, therefore, considered to be one of the 3 key policies, the other two being Climate Change (SP12) and Sustainable Development (SP1) around which the remainder of the Core Strategy is built.

Strategic Policy SP19 – Settlement Policy

The identification of a Settlement Hierarchy is a key tool with which the Council will achieve its Vision for the district in 2027, meeting the development needs as set out in this Core Strategy whilst maintaining and enhancing the quality of the built, natural, social and cultural environments in a manner which accords with the nationally defined principles of sustainable development and sustainable communities.

The Settlement Hierarchy as set out below and amplified in the accompanying policies SP20 to SP29 as well as Tables 4.1 and 4.2 will be used in determining the scale of development appropriate to a particular location:

Settlement Type	Description	Proportion of Total Proposed Housing Growth
Major Centres	Sub-regional centre for commercial and social facilities.	54%
Eastern Ipswich Plan Area		(31%)
Felixstowe/ Walton & the Trimley villages		(23%)
Towns	Focal point for employment, shopping and community facilities. A Transport hub.	20%
Key Service Centres	Settlements which provide an extensive range of specified facilities	18%
Local Service Centres	Settlements providing a smaller range of facilities than the key service centres.	
Other Villages	Settlements with few or minimal facilities	8%
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district.	

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

**Community Right to Build and other small scale locally supported schemes are anticipated to provide a significant number of new homes across the rural areas but these not require specific allocation and are therefore not included within this policy.

TABLE 4.1 – Settlement Hierarchy Classification

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

Settlement Type	Scale and level of existing facilities	Settlements		
		Cransford Cratfield Cretingham Falkenham Farnham Foxhall	Huntingfield Kettleburgh Levington Melton Park Newbourne Pettistree	Sweffling Tuddenham Walpole
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district	Boulge Brightwell Burgh Capel St Andrew Cookley Culpho Dallinghoo Debach	Gedgrave Hemley Hoo Iken Letheringham Linstead Magna Linstead Parva Monewden Ramsholt	Sibton Sizewell Sternfield Stratton Hall Swilland Thorington Ubbeston Wantisden

Table 4.2 Summary - Scale of Development Appropriate To Each Tier of the Settlement Hierarchy

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

Housing	Employment	Retail
<p>Within the defined physical limits, development to be permitted in the form of:</p> <ul style="list-style-type: none"> • Modest estates, where consistent with local scale and character • Groups • Infill <p>Affordable housing provision:</p> <p>(a) One home in three within allocations</p> <p>(b) One in three homes in all developments of 6 homes or more in size</p> <p>(c) 100% of exception sites on the edges of the physical limits of the town</p> <p>Specific policy guidance available for specific market towns</p>	<p>employment areas exist (but are not identified) where further development may be permitted.</p> <p>Range of general and local employment opportunities. Emphasis on retention of existing businesses and areas in employment use to provide opportunities both for expansion and re-use.</p> <p>Opportunities to improve and expand on the existing tourism offer will generally be encouraged where they would be in sympathy with the character and scale of the town</p>	<p>including convenience stores, supermarkets, comparison goods</p> <p>Emphasis will be on retaining range of provision to meet the needs of the town and its hinterland whilst supporting their role as local tourist centres.</p> <p>Emphasis on protecting existing centres.</p> <p>Specific policy guidance available for specific market towns.</p>
Key Service Centres (Policy SP27)		
<p>Allocations in the form of minor extensions to some villages to meet local needs</p> <p>Within the defined physical limits, development in the form of:</p> <p>(i) Modest estate-scale development where consistent with scale and character</p> <p>(ii) Groups</p> <p>(iii) Infill</p> <p>Small scale developments within or abutting existing villages in accordance with the Community Right to Build or in line with Village Plans or other clearly locally defined needs with local support.</p> <p>Affordable Housing provision:</p> <p>(a) One in three homes in all developments of 3 homes or more in size</p> <p>(b) 100% on exception sites on the edges of the physical limit boundaries</p>	<p>General employment in larger settlements</p> <p>Emphasis on local employment in the smaller ones</p> <p>Emphasis on retention of existing businesses and areas in employment use to provide opportunities for expansion and start-up.</p>	<p>Small range of comparison and convenience shopping.</p> <p>Emphasis will be on retention of existing provision</p>
Local Service Centres (Policy SP27)		
<p>Allocations in the form of minor extensions to some villages which are consistent</p>	<p>Emphasis on local employment</p>	<p>Convenience shopping mainly. This could include provision in the form of a farm</p>

Housing	Employment	Retail
<p>with their scale and character</p> <p>Within the defined physical limits development as appropriate normally in the form of:</p> <p>(i) Groups or</p> <p>(ii) Infill</p> <p>Small scale developments within or abutting existing villages in accordance with the Community Right to Build or in line with Village Plans or other clearly locally defined needs with local support</p> <p>Affordable Housing provision</p> <p>(a) One in three homes in all housing developments of 3 homes or more in size;</p> <p>(b) 100% on exception sites on the edges of the physical limits boundaries</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>shop, or similar linked /ancillary to another use.</p> <p>Emphasis will be on retention of existing provision.</p>
Other Villages (Policy SP28)		
<p>No physical limits and very limited development.</p> <p>Small scale developments within or abutting existing villages in accordance with the Community Right to Build or in line with Village Plans or other clearly locally defined needs with local support</p> <p>Infill housing to meet agreed and evidenced local need and where there is an aspiration in a parish plan to become a sustainable settlement</p>	<p>Existing employment where it exists is linked predominantly to agricultural industry or other rural businesses.</p> <p>Emphasis will be on retaining existing uses.</p> <p>Farm diversification and tourism uses may be appropriate.</p>	<p>Where no provision currently exists this situation is unlikely to change.</p> <p>Farm shops or similar.</p>
Countryside*		
<p>No development other than in exceptional circumstances</p> <p>Infilling in clusters well related to sustainable settlements</p>	<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>

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

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

Group	Not more than 5 dwellings related one with another, utilising an existing road frontage, or short cul-de-sac road
Infill	The filling of a small undeveloped plot in an otherwise built up frontage. A "small undeveloped plot" is one that would normally be filled by one or two dwellings.

MAJOR CENTRES

- 4.08 The principle of sustainable development means that the major centres should accommodate the significant levels of development, including strategic growth in order to meet the need for new homes and the employment growth now assessed and defined locally in policies SP2 and SP5

EASTERN IPSWICH PLAN AREA

Introduction

- 4.09 The south eastern part of the district borders the county town of Ipswich, a regional centre including a port. It represents the largest employment centre in Suffolk, accounting for around 30% of all employment, and is of regional significance. In the former RSS Ipswich and by implication the Ipswich Policy Area was identified as one of the Key Centres for Development and Change. Collectively, the scales of growth proposed within it by the various local authorities affected including Suffolk Coastal, Ipswich, Babergh and Mid-Suffolk remain significant reflecting the functional cross border relationships and the pull in particular that Ipswich exerts as a major employment and retail centre. The Ipswich Policy Area as a policy designation in the RSS has now gone however that factual sphere of influence remains. Within Suffolk Coastal, this sphere of influence is also acknowledged to impact on all of the parishes which abut the Ipswich Borough boundary. For planning purposes, the whole area is now referred to as the Eastern Ipswich Plan Area.
- 4.10 This area incorporates the parishes of Brightwell, Foxhall, Little Bealings, Martlesham, Nacton, Playford, Purdis Farm, Rushmere St. Andrew; and the town of Kesgrave. Although separate communities in their own right, and not part of the regional centre of Ipswich, they form part of a larger area called 'the Ipswich Policy Area (IPA)'. The IPA is a regional policy designation that extends not just into Suffolk Coastal but also into those parts of Babergh and Mid Suffolk District Council areas that also border Ipswich Borough. Whilst the RSS is being abolished, it is intended that for practical purposes the Ipswich Policy Area as a concept is retained as providing the best basis on which to address those issues such as strategic infrastructure provision which require cross boundary support and co-operation. It is not the Council's intention however to comply or retain the IPA as the specific basis on which to determine housing numbers or distribution. In addition, whilst the parishes of Westerfield and Tuddenham St Martin were not previously included within the IPA, they do fall within the sphere of influence which Ipswich as a regional centre exerts. It is for this reason that it is logical they are included within what is now referred to as the Eastern Ipswich Plan area...
- 4.11 The development pattern in the eastern area is dominated by an urban corridor stretching effectively from the eastern edge of Ipswich eastwards to Martlesham Heath, and the Suffolk Police HQ and across the A12 to Martlesham Heath business park and Adastral Park, a strategic employment location. Closer to the southern boundary with Ipswich, are the predominantly residential areas of Purdis Farm and Warren Heath, and Ransomes Europark a second strategic employment site within or abutting the IPA.

- 4.12 In addition to housing, the more urbanised parts of the IPA include local retail provision in the form of district centres at Warren Heath (including the Sainsbury's superstore), Kesgrave and Martlesham, as well as the retail park at Martlesham Heath (including the Tesco superstore). At its southern end, it is well related to the Ransomes Europark employment and retail centre that lies just within Ipswich Borough. This section is also relatively well served with public transport and includes the park and ride facility at Martlesham Heath providing access to Ipswich hospital, Ipswich Town Centre and Ipswich Railway Station. Route 66 which serves the urban corridor operates a late night service. Other facilities include primary and secondary school provision, and a number of recreation, leisure and religious facilities. It is partly in recognition of the existence of these facilities but more specifically given its proximity to Ipswich town, that the IPA is identified as being suitable to accommodate strategic levels of housing growth.
- 4.13 Beyond this main urban core, the Eastern Ipswich Plan Area contains a variety of smaller settlements and open countryside. These are identified elsewhere in the Settlement Hierarchy (policy SP19) and with it the scales of development considered appropriate to each under the current strategy.

New Housing

- 4.14 Altogether, within the Eastern Ipswich Plan Area about 2,320 new homes will be created in the period 2010 to 2027 as follows:

Table 4.2 Eastern Ipswich Plan Area – Homes to be built up to 2027

Outstanding Planning Permissions	Identified Previously Developed Land	New Allocation	Allocations from Current Local Plan	TOTAL
220	-	2,100	-	2,320

In terms of new allocations, planning permission has recently been agreed for land at Fentons Wood and at Bixley Farm for a total of 103 homes. These are sites within the main urban corridor. Through the plan period however a single allocation of 2,000 new homes is identified east of the A12 at Martlesham, to the south and east of Adastral Park, as part of a proposed wider Area Action Plan. Analysis has demonstrated that a development of this number of homes would deliver, as part of the development package, the necessary social and community infrastructure on site to serve the new residents and appropriately mitigate impacts on adjoining areas, including the rural area to the east, extending down to the Deben estuary. This is especially relevant in the current economic situation where the public sector is having to reduce budgets as part of the current spending review, which will place a greater burden on other ways to provide facilities communities will require. Having regard to the issues to be taken into account re allocating sites for housing as set out in para 3.38 this site provides huge potential and an opportunity to deliver a sustainable development linked with employment provision and close to educational and other social facilities. It is close to and capable of supporting improved public transport provision for the new and existing communities, as well as being well related to the main road network which is capable, with some improvements of accommodating a development on this scale. This allocation would also enable it to be fully integrated into the local environment without impinging upon the qualities of the other residential parts of Old Martlesham, Martlesham Heath and neighbouring villages but still close to other shops and services at Martlesham. It provides an appropriate re-use of a former mineral working and one of the few

opportunities to secure viable on-site renewable energy provision for the benefit of residents and businesses alike.

4.15 The development will be prepared as part of the Area Action Plan to deliver a high quality exemplar development built to the highest environmental standards. It offers the opportunity to create a high quality legacy development in very much the same way as the Martlesham Heath village has become. This proposed area has positive significant advantages and the justification for the level of housing proposed include:

- The development would utilise land that is to be the subject of mineral extraction (some parts already being worked) and consists of gently undulating land that is very much self-contained within the landscape. Other options for the development of houses would need to utilise farmland. The Minerals and Waste DPD has identified this site for extraction and that it would be subject to restoration requirements, including potentially inert fill, such that it would be many years before it was restored.
- The land is immediately adjacent to a substantial employment area with the potential to expand (see below). This area also contains many shops and other leisure facilities emphasising its sustainability credentials.
- The opportunity is available to create a new community of sufficient size to support new health and other facilities and services, including primary and secondary school provision, building on the reputation of Adastral Park. These facilities may also be available to the community as a whole resulting in the development of a cohesive and inclusive community whilst retaining and reflecting the existing physical separation of Old Martlesham and Martlesham Heath.
- The ability to properly control and ensure that infrastructure is in place and construction takes place in accordance with sound principles of sustainability. Undertaking development of this scale in a “pepper pot” way across the wider area would not result in all the necessary facilities and infrastructure necessarily being in place at the right time given the varied pattern of existing development in this area east of Ipswich.
- The opportunity to build on and expand existing public transport provision, as well as foot and cycle path networks to link to facilities including new open space provision and the countryside.
- The ability to properly mitigate the impact on the AONB through the provision of strategic landscaping at an early stage of the development and properly plan an appropriate layout and phasing requirements.
- Areas of biodiversity and geodiversity interest can be identified and enhanced; and
- Access to and impact on the countryside can be improved through mitigation measures including new open space as part of the overall development and improved visitor management (an existing problem) in relation to the estuary

4.16 Given the scale and potential impact of a development of this scale (both housing and employment) it will be the subject of an Area Action Plan which looks beyond just the site specific issues but takes on board the wider impact of change which will result.

4.17 Longer term, it is likely that additional housing will need to be provided. The Council is committed to an early review of the plan by 2015 to take account of new census information and an updated assessment of the economic situation at that time, as well as an assessment of the infrastructure capacity, particularly the Orwell Bridge and that of the local environment. Such development will be directed to locations which best meet the assessed needs and longer term objectives at that time.

Employment

- 4.18 Sites for new local employment will be identified in the Area Action Plan, Site Allocations and Area Specific Policies Development Plan Documents. However, there are two potential areas of strategic rather than just local significance.
- 4.19 Firstly, an extension to Ransomes Europark at Nacton creating significant new employment land. Located as it is adjacent to the county town of Ipswich and the A14 this has the potential to provide employment to serve a wider area, building on existing provision in the locality and functioning as part of a Strategic Employment Area.
- 4.20 Secondly, there is the Martlesham Business Campus. This is recognised in the Regional Spatial Strategy – East of England Plan (RSS) for its importance to both the region and the Haven Gateway. It is designated a Strategic Employment Area, and consists of a variety of business uses including British Telecom (BT) on its Adastral Park site. There is an opportunity to create a high-tech business cluster based on the reputation and international significance of BT. The development known as ‘Innovation Martlesham’ will provide an invaluable contribution to the employment base of Ipswich and Suffolk Coastal.
- 4.21 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. The neighbouring Martlesham Heath Business Park offers the opportunity to provide a range of other business / employment opportunities, including business support services ,and associated uses such as leisure and crèche facilities.

Retail

- 4.22 The area east of Ipswich is an area that is identified as capable of accommodating significant levels of development. It already contains retail provision at local and district centres within Grange Farm, Rushmere and Kesgrave and Purdis Farm. There is also Martlesham Heath, which effectively operates as an out of town retail centre, including a superstore and retail warehouse and leisure provision. It is well related to local areas of housing, public transport provision, and the strategic employment site at Adastral Park, and would serve an expanded population within the wider IPA.
- 4.23 However, wider expansion of the area would be likely to result in an unacceptable impact on the vitality and viability of Woodbridge town centre situated only four miles away. Policy emphasis from the national and regional level is that the role of market towns should be supported. Given the importance of Woodbridge in its wider role as a market town, important both to local residents, businesses and visitors, and to its role in shaping the future Vision for the district, further expansion of Martlesham Heath is not a reasonable option. In addition, Woodbridge is seen by some people in Martlesham as their preferred town for shopping rather than Ipswich. Opportunities for small scale local/district level retail provision as part of a new housing allocation would however be supported.

Transport

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

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

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

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

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

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

The Strategy for the Eastern Ipswich Plan Area

Strategic Policy SP20 – Eastern Ipswich Plan Area

The strategic approach to development in the Eastern Ipswich Plan Area can be divided into 3 sections – the area to be covered by the Martlesham Area Action Plan; the main urban corridor of Kesgrave, Grange Farm, Martlesham and Rushmere St Andrew; and the smaller settlements and countryside which surround these core areas.

The strategy for the Martlesham Area Action Plan is one:

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

- vii) larger area; where public transport provision and foot and cycle paths have been upgraded and promoted to minimise the need to use private motor vehicles to access employment, schools and other key facilities;
- viii) where priority has been given to creating a safe and attractive environment, including the provision of advanced planting and landscaping to create new settlement boundaries that blend with the surrounding landscape;
- ix) that includes the retention of designated Sandlings areas on the edge of Ipswich because of their historic and biodiversity interests;
- x) that seeks to preserve and enhance environmentally sensitive locations within the Eastern Ipswich Plan Area and its surroundings; and
- xi) that maximises opportunities to achieve access to green space, including the countryside.

The transport and community infrastructure studies completed 2009 provide the background evidence to work with service providers and others to secure the necessary transport and other infrastructure to serve the proposed employment and housing.

The strategy for the urban corridor is for completion of existing long-standing housing allocations and other small scale development opportunities within the defined built up area. In particular, it is recognised that due to the significant levels of growth which have occurred over the past 10 or so years, that communities have the opportunity to settle and mature. Developments which offer the opportunity to support this broad approach will be supported.

Ransomes Europark, a strategic cross-boundary employment site is located within this area. Support is provided under policy SP5 for an extension of this business park into the district.

For the remainder of the area, policies SP28 and SP29 will apply. This part of the plan area is also important for the provision of green infrastructure. The Foxhall Tip is due to be restored to a country park towards the end of the plan period, adding to a number of other green infrastructure opportunities nearby. Opportunities to build on this type of provision to secure an improved network of green spaces around the more urban area will be supported.

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.

FELIXSTOWE WITH WALTON AND THE TRIMLEY VILLAGES

Introduction

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

New Housing

- 4.29 Felixstowe has more people of retirement age and fewer people of working age than the norm, either in the rest of Suffolk or across the UK, though broadly comparable with other seaside towns. This profile could become critical to the vitality and viability of the town and the service it provides to other neighbouring villages if these trends continue. Younger generations already have to look outside Felixstowe for careers and housing.
- 4.30 The population of Felixstowe is increasing slowly although household size is falling. Despite slow population growth there are, therefore, even more people looking for homes, and Felixstowe has more small households - single people or couples - particularly those that are key workers or first time buyers. The number and type of new homes provided in the town over recent years has not matched this increase in demand.
- 4.31 The growth of jobs in Felixstowe, driven by expansion of the Port, means that employment is now out of balance with the availability of housing. As a result, more of the new jobs are being taken up by people who are not able to find a home in Felixstowe, even if they would like one. The 2001 Census revealed that there was a daily net inflow to Felixstowe of 2,719 workers. This comprised an outflow of 3,600 Felixstowe residents to jobs in Ipswich and elsewhere and an inflow of 6,319 who work in Felixstowe but live elsewhere.
- 4.32 The Port is expanding its business through a major re-configuration of the southern area and its deep-water berths, that means the housing imbalance will get worse unless measures are introduced to address this. At a time when planning policy is aimed at reducing the need to travel to minimise the use of finite energy resources and the production of greenhouse gases, the current development pattern may not be sustainable. Additionally, the local economy does not benefit if these in-commuters spend their wages elsewhere, rather than support shops and services in the town and villages.

- 4.33 Given these issues and the role of Felixstowe as a major centre in the Settlement Hierarchy, it is appropriate that some further housing growth should be located there. Over the period to 2027 the supply of housing land will be sourced by a variety of means. In the first phase 2010-2017 this is largely to be from the continuing development of outstanding planning permissions, the development of previously developed 'brownfield' land and previously developed greenfield land and new 'greenfield' allocations.
- 4.34 The second and third periods 2017-2027 should see the completion of the reconfiguration of the Port and, hopefully, the successful impact of regeneration initiatives. Complementary housing should be released. This will also contribute towards countering negative trends, such as an ageing population, and provide additional affordable housing. Whilst further previously developed 'brownfield' land may potentially become available, most notably from a continuing review of education provision in the town this cannot be relied upon.. Further , 'greenfield' releases will be necessary across a range of sites. Dispersal remains the favoured option for the distribution of such development across Felixstowe and the Trimley villages. This will be located within or immediately abutting the existing urban areas of Felixstowe, Trimley St Martin, Trimley St Mary and Walton, avoiding, as far as possible, prime agricultural land for essential food production. Sites will be identified in the Area Action Plan.
- 4.35 Longer term, it is likely that additional housing will need to be provided. The Council is committed to an early review of the plan by 2015 to take account of new census information and an updated assessment of the economic situation at that time, as well as an assessment of the infrastructure capacity. Such development will be directed to locations which best meet the assessed needs and longer term objectives at that time.
- 4.36 Over the period 2010 to 2027 around 1,760 new homes will be created as follows:

Table 4.3 Felixstowe & the Trimley Villages – Homes to be built up to 2027

Outstanding Planning Permissions	Identified previously developed land	New Allocations	Allocations from Current Local Plan	TOTAL
290	30	1, 440	0	1,760

Employment

- 4.37 The Port is the largest container Port in the UK and the 5th largest in Europe. It dominates the town's economy and use of land, but does not connect with the wider town physically, socially or economically as strongly as it could.
- The Port employs over 2,700 people.
 - A further 9,850 work in Port related businesses.
 - This is 45% of the total workforce in the Felixstowe area.
 - It is estimated that the South Reconfiguration scheme will create a further 620 direct jobs in Felixstowe and 860 in indirect jobs across the Haven Gateway.
- 4.38 In respect of the Port, a study has demonstrated that land is required for port-related uses such as storage (including laden or unladen containers) and distribution. Such land may need to be located away from the Port itself. This need not necessarily be within the Suffolk Coastal district and joint working with neighbouring authorities and co-ordinated via the Haven Gateway Partnership will need to identify a suitable location or locations. If within this district, site(s) will be allocated in the Site Allocations and Area Specific

Policies Development Plan Document. The criteria to be used to identify such land will be:

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

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

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

Resort and Recreation

4.41 Felixstowe "Resort" makes a very useful comparison with the Port. It grew rapidly from the 1890s to reach its heyday in the interwar and post war period but then went into sharp decline. At its height, Felixstowe the "Resort" was by far the largest employer in the town. Now it is not so.

4.42 However, it still retains its tourism potential given the setting adjacent to an Area of Outstanding Natural Beauty, the Edwardian and Victorian architecture, the beaches and seafront. There is now an increasing shortage of hotel accommodation within the town, which further reduces visitor numbers. There is little incentive for existing accommodation owners to invest as numbers decline.

4.43 The southern part of the resort is demonstrating physical neglect and also shows signs of deprivation. Regeneration of the resort, but particularly this area, is seen as a priority. Re-building the area as a tourist destination is a priority.

4.44 Opportunities for both formal and informal recreation are important for a town of this size. The retention and where possible enhancement of those that exist will be important, including access to public green spaces, bridleways and footpaths in and around the town. In particular, The Grove, the area to the north and east thereof and the area to the north and east of Ferry Road, provides a significant and widely used variety of resources for both formal and informal recreation, which will be preserved, particularly where views exist to and from the Deben Estuary and the Coast and Heaths AONB. Similarly, the area of Landguard Common will be retained and developed in conjunction with Landguard Fort as a resource for both local recreation and access and for its potential for tourism.

Town Centre

4.45 Felixstowe town centre serves not only the town but also the local villages, notably Trimley St Martin and Trimley St Mary. Although it displays evidence of being healthy there remains the threat of competition from Ipswich and out-of-centre retail parks given the location at the end of a peninsula.

- 4.46 A retail study has identified a need for additional retail floor space. This needs to be provided in the town centre and/or district centres in order to retain its trading position and add more quality shopping options. A more detailed consideration of the town centre including the definition of the town and district centre boundaries will be considered as part of the Area Action Plan.

Transport

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

The Strategy for Felixstowe with Walton and the Trimley Villages

Strategic Policy SP21 – Felixstowe

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

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

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

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

Overall the Strategy will seek to expand the tourism role in terms of services, facilities and accommodation, building on the qualities and facilities offered by the town of Felixstowe, and creating strong links between the seafront and town centre areas. Regeneration and environmental projects will be contained within

an Area Action Plan, itself to be the subject of public consultation. Implementation will be through partnership working with the public and private sectors.

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

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

Infrastructure needs to be accorded priority include:

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

THE MARKET TOWNS - COLLECTIVELY

- 4.48 The towns of Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge perform important functions in the commercial, social and leisure activities of the district. They serve extensive rural catchment areas. They also act as 'hubs' around which transport systems (both public and private) should operate in order to make them accessible to the majority of residents, particularly in rural areas.
- 4.49 The current economic base of the district is primarily in the south around Ipswich, Martlesham and the Port of Felixstowe. The remainder of the district has an economy founded on agriculture and tourism, but nonetheless providing for a wide range of business uses. Although a formal decision has yet to be made, the Council must be prepared and plan for a third nuclear power station at Sizewell near Leiston should it be approved. This is likely to create new permanent jobs and a considerable number of temporary jobs over a 5 year construction period. This new economic 'hub' in the north of the district will influence the housing strategy, particularly in the longer term.

- 4.50 Overall, the market towns offer a potential source of housing land the development of which may be in their best long term interests. Opportunities are however limited by environmental and other constraints under the current housing distribution. A review of the plan by 2015 may require an alternative approach to be adopted in order to meet the needs of the district in the longer term post 2027. An updated assessment of the relative success of the local economies will be a key element in determining the long term future strategy.
- 4.51 2010 to 2027 will have seen the total creation from all sources except windfall of at least 1,520 new dwellings dispersed over 5 market towns (Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge) as follows:

Table 4.4 Market Towns – Homes to be built up to 2027

Outstanding Planning Permissions	Identified Previously Developed Land	New Allocations	Allocations from Current Local Plan	TOTAL
430	150	940	-	1,520

- 4.52 Across the market towns, 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 which will accompany the later Site Specific Allocations and Area Action Plan development plan documents
- 4.53 These General Employment Areas will be the focal points for development that ensures the availability of jobs and services for the towns and for surrounding communities. Other opportunities will be encouraged where consistent with policies for the environment and amenity. The towns in Suffolk Coastal are characterised by high levels of out-commuting and, in some cases, a high proportion of second home ownership. Encouraging local employment provision may help to create self-containment. Regeneration opportunities to improve the urban fabric need to be promoted in some towns. Area Action Plans will be prepared for two of the towns – Leiston and Saxmundham.
- 4.54 The **retail** industry has been one of the most changing sectors of the economy over recent years. Suffolk Coastal has a growing population that will have an increasing amount of disposable income, so there is the potential for more shops and for shopping activity to make a greater contribution to the vibrancy of the main centres. A Retail Study commissioned by the Council in August 2003 and updated in 2008/9 confirms this. This looked at the town centres, including Felixstowe. Whilst some of the findings in the study have been acted upon, or have been superseded by events, much of their commentary remains valid and useful. Where minor adjustments in provision are promoted in the Study these will be addressed under the site-specific policies or Area Action Plans due to their limited impact in relation to the overall strategic approach set out in the Core Strategy.
- 4.55 With a Vision embracing economic growth, accessibility and sustainability and a Strategy focusing the majority of the population and housing growth upon the towns, it is appropriate that the preferred approach should be for the five market town centres (plus Felixstowe) to continue to be the focus of retail activity. The aim should be for each of

the centres to accommodate additional floor space and seek an ever more distinctive role in order to increase their attractiveness.

THE MARKET TOWNS INDIVIDUALLY

ALDEBURGH

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

Strategic Policy SP22 – Aldeburgh

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

The Strategy will aim towards a small town that:

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

- (g) retains its role as a tourist centre, offering a range of accommodation and visitor attractions; and
- (h) has its flood risk minimised and defences effectively managed.

Given the constraints, Aldeburgh is not considered at this stage as one suitable to accommodate housing to meet the strategic needs of the district. Development will, therefore, occur within the defined physical limits or in accordance with other policies in the Core Strategy. Opportunities on previously developed land are minimal.

FRAMLINGHAM

- 4.60 Framlingham is a historic market town and the only one within the district situated to the west of the A12. It is perhaps for this reason that the town has developed in such a way as to be largely self-contained with good levels of service provision, primary and secondary education, as well as a range of employment opportunities, including the technology centre. It also has a high quality built environment dominated by the castle and college and for this reason is an acknowledged tourist destination. It plays an important service role for its neighbouring rural communities.
- 4.61 Within the town centre there is a continuing need to ensure that the retail and commercial offer remains weighted in the favour of local residents. Lack of social and community facilities has been identified as an issue that will need to be addressed.
- 4.62 As a thriving centre with few constraints to development, the town has been identified as capable of accommodating significant levels of growth. As part of its continuing evolution, a significant 'brownfield' land opportunity exists at Station Road capable of accommodating a mix of uses including housing and employment in the short term. In the medium and longer term, new housing development opportunities will be provided in the form of Greenfield allocations well related to the existing built form of the town.

Strategic Policy SP23 – Framlingham

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

Overall, it must:

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

**the needs of the local resident population;
(h) benefit from improved utility provision; and
gain from improved access to the town centre through improvements to the town
car parks, linked to improved local public transport provision.**

LEISTON

- 4.63 Leiston is a younger town than the other market towns across the district. It has a distinct character of its own and a history very much linked to engineering. It is also the town closest to the Sizewell nuclear power station, which has provided a source of employment locally, but is also a constraint to development. It is this town that will be most affected should the government decide in favour of an additional nuclear power plant in this location. Because of the need for emergency evacuation routes there should be a variation in off-street parking standards.
- 4.64 The town currently provides a wide range of facilities serving not only its own residents but those of its neighbouring rural communities. It also provides employment, leisure and education facilities for other small towns and villages over a wide geographical area which the Council is keen to see retained. The town does, nonetheless, contain pockets of relative deprivation. In recognition of the enhanced role that the town plays within the wider locality, the Council is keen to see improvement and investment in its physical environment and further investment in social and community facilities and is proposing an Area Action Plan as a means to address this. With regard to longer term prospects for training and employment, the town also has the opportunity to benefit potentially in the longer term from being part of the low carbon corridor stretching from Sizewell to Lowestoft. The Area Action Plan will have a role to play in ensuring that the town can make the most of the opportunities that this could provide.
- 4.65 Alongside the employment opportunities, the town contains a number of 'brownfield' sites that may be considered suitable for new development including housing. With the exception of the safeguarding of emergency evacuation routes issue, the town is not limited in the same way as the other market towns by other physical and environmental constraints. New housing is proposed on a mix of brown and greenfield sites over the plan period. The scale of new housing development will be re-assessed as part of the planned review having regard in particular to potential new employment opportunities associated with Sizewell.

Sizewell

The Council's strategy in respect of the Sizewell nuclear power station and further development there is contained in the section of the Core Strategy on Climate Change (paras. 3.115 to 3.123 and policy SP13). In particular, the Council is keen to ensure that should a new nuclear facility be provided at Sizewell, that it should bring with it a long term beneficial legacy for local people and the local economy not least in the form of housing and leisure facilities.

Strategic Policy SP24 – Leiston

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

town is to:-

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

The unique circumstances of nuclear safeguarding limit the future expansion of the town. Opportunities exist, however, for development within the physical limits of the town on previously developed land and also in part on greenfield sites on the edge of the town. These will be considered as part of the Area Action Plan.

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

In the event that Sizewell is agreed by Government, the approach to future development is set out in policy SP13.

SAXMUNDHAM

- 4.66 Saxmundham is a small, historic market town, constrained to the east by the river Fromus with its associated risk of flooding, and by the A12 to the west. It has good road and rail access being directly off the A12 and on the East Suffolk rail route and is set to benefit from the hourly train service to Ipswich due to start December 2010
- 4.67 The town functions as a local retail, employment (including Kelsale cum Carlton) and service centre for residents and neighbouring rural communities. Significant levels of new housing have taken place in recent years. However, a need for more community facility provision has been identified locally to help promote community cohesion
- 4.68 Whilst the town has many positives, it does, nonetheless, suffer from pockets of deprivation. The employment provision is limited in terms of the types of jobs and the range of retail and commercial businesses within the town centre had contracted,
- 4.69 For the town to continue to thrive, it will be important to encourage new businesses to move there. The town is well placed to take advantage of the opportunities offered by the proposed development of a low carbon energy corridor stretching from Sizewell, north to Lowestoft and with its new job and training provision.
- 4.70 In the short term however, 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. ...

- 4.71 Future development in the form of new housing provision is proposed through a mix of outstanding planning permissions and new Greenfield allocations. An Area Action Plan is proposed to address these issues.

Strategic Policy SP25 – Saxmundham

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

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

The Strategy for Saxmundham is, therefore, to:

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

WOODBIDGE

- 4.72 The town of Woodbridge, is defined by it's built up rather than administrative area, which extends into the parishes of Melton and Martlesham. For ease of reference, however, throughout the Core Strategy the town is referred to as simply 'Woodbridge'.
- 4.73 Woodbridge is the largest of the market towns, an historic centre sandwiched between the A12 to the west and the Deben estuary to the east, the latter with its nature conservation and landscape designations but also with the associated risk from flooding.
- 4.74 The town is an important retail, employment and service centre including the Suffolk Coastal District Council offices. The town also provides higher order leisure and education facilities and, therefore, provides an enhanced role to the surrounding area.

- 4.75 In relation to the north-south variation in population density and overall character within the district, Woodbridge sits on the cusp of both. The accesses into and out of the town from both Martlesham and Melton, therefore, have important gateway roles to play.
- 4.76 The town has relatively good access provision with direct links to the A12 and the railway, with stations at both Woodbridge and Melton. It is set to benefit from the new hourly train service to Ipswich due to start in December 2010. The town is also generally well served by public transport providing access within the town and to a range of destinations outside. This is important for residents and for the tourist industry.
- 4.77 At a traffic junction on the edge of the town centre the town also contains one of two current Air Quality Management Areas (AQMA) in the district. The pollution is thought to be a combination of traffic and local climatic conditions.
- 4.78 A need has been identified for improved links between the different parts of the town, - namely the riverside, the town centre around the Thoroughfare, and the Market Hill area - in order to help maintain the vitality and viability of the centre. The centre has individual traders and only a limited presence of national chain retailers. It is this mixed character that makes the town appealing to visitors and residents alike. Maintaining a workable and mutually beneficial balance between locally independent and national traders is a key issue for the town.
- 4.79 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 and on the edge of the the town are severely limited.
- 4.80 Given the very limited opportunities available for new housing provision under the current distribution the scale type and tenure of new housing will need to complement existing housing provision in the locality to ensure that it is targeted to meet locally generated needs, particularly those for affordable housing.

Strategic Policy SP26 – Woodbridge

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

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

- (a) retains the quality of the built environment and the character of the riverside and estuary;**
- (b) experiences limited growth on a range of sites across the town;**
- (c) retains the A12 as a firm edge to the town;**
- (d) has enhanced links between the town centre, Market Hill and the riverside;**
- (e) enjoys a vibrant riverside environment that incorporates a range of uses. Residential uses in the riverside will be resisted to ensure that employment uses and its tourism and amenity offers are not jeopardised;**
- (f) has enhanced the quality of its town centre through the retention and enhancement of its anchor stores as well as encouragement of small**

- (g) scale, independent retail businesses; 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 for the plan period is one of constraint

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

KEY AND LOCAL SERVICE CENTRES

Introduction

- 4.81 It is the major centres and five market towns to which the bulk of new development and growth will be directed. Outside these there is a diverse network of communities of varying size and character that sit within the wider countryside to which they relate historically, culturally and economically.
- 4.82 Key and Local Service Centres represent the communities with, respectively, a wide and narrow varying range of facilities and services. It is to these settlements that development would next be directed.
- 4.83 New housing development in such settlements would have the advantages of creating affordable housing as well as aiding the viability of such local facilities as shops and post offices. However, the scale and location of such development would require careful consideration given environmental issues and the potential impact on their character.
- 4.84 Such housing can be enabled through the defining of village envelopes (to be referred to as “physical limits boundaries”) so that an element of flexibility is introduced and small scale developments can be permitted. In addition, where “village envelopes” are tightly drawn, some flexibility can be introduced by permitting infill development within ‘clusters’ of housing that are well-related to settlements. However, for the purposes of establishing a 15 year land supply such development is deemed to represent ‘windfall’ and cannot form part of the calculations. Allocations will be necessary.
- 4.85 Such allocations will have the prime purpose of achieving housing to meet local needs, an objective supported by many communities in the district. They will be restricted to those **Key and Local Service Centres** where:
- local housing need has been demonstrated; and
 - there is community support

- 4.86 The allocations will be phased across the three periods of the Strategy with an objective of achieving about 780 newly allocated homes of which 260 would be affordable homes. The scale of each allocation will be consistent with the size and nature of the settlement. In larger Key Service Centres these could be as much as 30 homes, down to 10 homes in the smaller ones. An exception may be Rendlesham where there is an outstanding allocation of about 75 homes. Wickham Market is another larger settlement where larger scale development may be possible
- 4.87 Small scale allocations may be made within other Local Service Centres where there is local support for this. Otherwise it is expected that these settlements will continue to grow organically but within defined village envelopes. Throughout phases 1 and 2 'windfall' will occur at a regular rate but for the purposes of the Core Strategy it has not been taken into account.
- 4.88 Overall, therefore, between 20010 and 2027 the number of houses to be created in Key and Local Service Centres from all sources including allocations, brownfield and outstanding planning permissions will 1,350 homes as follows (although no doubt this will be higher given the exclusion of windfall):
- 4.89 The new Community Right to Build and other small scale locally supported schemes offer local communities the opportunity to provide new homes where there is proven significant local support (75%). The former are not subject to allocation but offer the potential to provide additional homes across the rural settlements (see Table 4.2).

Table 4.5 Key & Local Services Centres – Homes to be built up to 2027

Outstanding Planning Permissions	Identified Previously Developed Land	New Allocations	Allocations from Current Local Plan	TOTAL
440	40	780	80	1,350

- 4.90 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.
- 4.91 In a similar fashion to the approach taken to 'clusters' (see policy DM4) 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 and where this would support the functioning of the local community. Other specific policies will also apply.
- 4.92 These centres will also be the focus for public transport provision with key links identified between them and the higher order centres.

Strategic Policy SP27 – Key and Local Service Centres

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

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

OTHER VILLAGES

- 4.93 “Other Villages” are the settlements scattered across the district that do not have any, or have few, facilities and services, relying totally on the higher order centres to meet their day-to-day needs. They will not have physical limits boundaries drawn and to a considerable extent are considered as forming part of the countryside, contributing significantly to the overall character of the rural parts of the district.
- 4.94 Whilst these village communities might be considered non-sustainable, they are, nonetheless, small communities that generate their own needs. In terms of housing provision, national planning policy guidance already allows for exceptions linked to business in these areas. That approach will still apply. A further exception will be allowed locally in these areas in an attempt to maintain the social fabric of these more isolated communities which are, nonetheless, very much part of the make-up of the district. For this reason affordable housing will be permitted which meets an identified local need where its provision is supported by a parish plan or statement. The new Community Right to Build would also apply to these settlements. (see Table 4.2)
- 4.95 In addition to Other Villages there are settlements with no physical form, being a scattering of properties or clusters of properties, even though together they form a parish. These, together with all other hamlets and clusters will be considered to form part of the ‘Countryside’ (see SP29).

Strategic Policy SP28 – Other Villages

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

- (a) replacement dwellings on a one to one basis where they are no more prominent or visually intrusive in the countryside than the building to be replaced;**
- (b) the sub-division of an existing larger dwelling where this would meet a local need;**
- (c) conversion of an existing building subject to certain controls; and**
- (d) where there is proven local support in the form of small allocations of a scale appropriate to the size, location and characteristics of the particular community. An exception may also be made in respect of affordable housing in accordance with policy DM1.**

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

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

THE COUNTRYSIDE

- 4.96 The countryside is defined as all of the land that sits outside the physical limits boundaries of Major Centres, Market Towns, Key Service Centres and Local Service Centres as set out in the Settlement Hierarchy. It, therefore, encompasses those settlements with few or no local facilities where development is generally discouraged.
- 4.97 The countryside is an important economic asset supporting a variety of uses including agriculture, horticulture, forestry, tourism and a host of other smaller service industries and businesses. The strategy and approach is very much one which seeks to secure a viable and prosperous rural economy as a key element in maintaining the quality of the built and natural environment of the district. This is an acknowledged priority through the Sustainable Community Strategy.
- 4.98 The countryside is also varied in terms of its form – landscape, habitats etc. Large sections are designated as being of national or international importance for their landscape or nature conservation interests. The coastline and associated coastal processes comprise another element. More specific advice in relation to potential development in these areas is set out in the section on the Environment.
- 4.99 As a largely rural district, the countryside occupies a very large geographical area and incorporates some very large and nationally, regionally and locally important land uses, including agriculture, horticulture and forestry with its associated leisure and recreation

use. The area also includes a wide variety of other employment-type uses, linked to servicing the larger land uses or local communities, or exploiting the qualities of the area that make it an attractive destination for tourists. The strategy for the countryside is one that encourages that wide variety of uses which go to make up the rural economy and which need to be focused in these areas.

- 4.100 Encouragement will be given to the re-use of existing buildings where these are in sustainable locations.

Strategic Policy SP29 –The Countryside

The Countryside will be protected for its own sake.

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

THE COASTAL ZONE

Introduction

- 4.101 The coastal zone is a distinct part of the Suffolk Coastal district containing as it does:
- (a) the Area of Outstanding Natural Beauty and Heritage Coast;
 - (b) areas of international environmental (wildlife, habitat and geomorphologic) importance;
 - (c) areas vulnerable to the impact of climate change through flooding and coastal erosion;
 - (d) the Port of Felixstowe;
 - (e) a local fishing industry;
 - (f) an agricultural economy;
 - (g) an important cultural and tourism economy;
 - (h) historic built environments;
 - (i) the Sizewell nuclear power station;
 - (j) the seaside resorts of Felixstowe and Aldeburgh; and
 - (k) local settlements, some of which are isolated or remote from local services
- 4.102 Suffolk coastal communities face a range of social and economic challenges that are further accentuated by a soft eroding coastline and the future impacts of climate change. Whilst flood and erosion risks are managed through the Shoreline Management Plan and estuarine strategies, the needs of the local communities as well as those who visit and work in the coastal area are much more complex and wide ranging than these approaches can address. Future management of the coast and coastal areas will need to develop an overall framework, bringing social, economic cultural and environmental aspects together for a holistic and sustainable future..

Coastal Erosion and Flooding

- 4.103 The Suffolk coast and estuaries are under threat from the sea and much is defended against erosion and flooding. There is a Shoreline Management Plan in existence and

this has been reviewed. This document is important as it identifies those coastal areas such as Dunwich where the coastline is expected to continue to erode.

- 4.104 Emerging from the Shoreline Management Plan review there are areas where “managed realignment” and adaptation are proposed. This method of actively managing the shoreline allows for or creates conditions for the coast to move. An example of this would be to relocate a linear flood defence back from the active coastal zone to a more secure long term position and, therefore, allow the shoreline to re-adjust naturally. It can bring benefits including the creation or re-creation of valuable and threatened inter-tidal habitats as well as more robust flood defence for the community, but may result in the loss of some agricultural land and, in a number of limited cases, property. If it is not carefully managed it could have a major impact on the economic and social infrastructure, as well as the everyday operation of communities.
- 4.105 The Core Strategy will need to take account of the review of the Shoreline Management Plan. It may be necessary to ensure that development to be permitted in areas at risk from coastal erosion or flooding by the sea is proportionate to the level of risk.
- 4.106 Specific issues that the LDF might need to address include:
- requiring schemes to demonstrate that they have had regard to the Shoreline Management Plan;
 - providing appropriate levels of protection from erosion or flooding for the assets of the area; or
 - establishing the means by which the social, economic and environmental consequences of erosion/flooding are to be remedied.

The Strategy

- 4.107 The preferred Strategy for the Coastal Zone, and the only one considered, is one of integrated management. This is an approach that integrates the many different interests involved in planning, managing and using both the land and marine components of the coast. It brings together different policies, decision-making structures and coastal stakeholders and encourages concerted action towards achieving common goals.
- 4.108 Such an approach is known as “Integrated Coastal Zone Management” (ICZM), the adoption of an integrated or joined up approach towards the many different interests in both the land and marine components of the coast. It is the process of harmonising the different policies and decision making structures, to encourage concerted action towards achieving specific goals. Its general principles are:
- A long term view;
 - A broad holistic approach involving local communities and relevant organisations;
 - Adaptive management;
 - Working with natural processes;
 - Support and involvement of all relevant administrative bodies;
 - Use of a combination of instruments;
 - Participatory planning; and
 - Reflecting local characteristics.
- 4.109 In Suffolk Coastal specifically the objectives to be followed are:
- Development of the undeveloped coast is controlled;
 - Natural and cultural diversity is protected and enhanced;

- A dynamic and sustainable coastal economy is protected and enhanced;
- Beaches are clean and coastal waters unpolluted;
- Social exclusion is reduced and cohesion promoted in functioning coastal communities;
- Natural resources are used wisely; and
- Threats to coastal zone from climate change are recognised and appropriate and ecologically-responsible coast protection is ensured.

Strategic Policy SP30 – The Coastal Zone

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

The local authorities, Environment Agency, Natural England, the Marine Management Organisation and the Suffolk Coast and Heaths Unit are committed to developing an integrated approach to the management of the coastal areas of Suffolk.

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

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

- (a) Development that contributes towards the sustainable future of coastal and estuarine areas; and**
- (b) Investment and resources from individual, private and third sector for coastal defence and adaptation measures to mitigate against future erosion and flooding risks where it also meets the wider community objectives for the and/or enables the area and pattern of development to adapt to change.**

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

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

5 Development Management Policies

DM1 – DM33

5 DEVELOPMENT MANAGEMENT POLICIES

INTRODUCTION

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

HOUSING

AFFORDABLE HOUSING

- 5.04 Government policy on the provision of affordable housing (see para.3.50 for a definition) is evolving. However, for local authorities such as Suffolk Coastal, which have no housing stock of its own, their role is likely to remain that of an "enabler" rather than a "provider" 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. The Community Right to Build provides a new role for local communities, to secure accommodation to meet their own local needs. Most new affordable housing provision however will continue to be provided in association with new open market housing schemes (DM2)
- 5.05 Evidence of the broad scale of affordable housing need across the district is provided in the Suffolk Coastal Housing Assessment 2007 (to be updated through the plan period). This is supplemented at the local level by more detailed and time sensitive information from either parish plans or local housing needs surveys, and information off the housing waiting list.

Affordable Housing on Exception Sites

- 5.06 One recognised method of achieving affordable housing, particularly at those settlements where opportunities for open market housing schemes is limited, 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.
- 5.07 Evidence of the broad scale of affordable housing need across the district is provided in the Suffolk Coastal Housing Assessment 2007 (to be updated through the plan period). This is supplemented at the local level by more detailed information from either parish plans or local housing needs surveys, and information off the housing waiting list. It is expected therefore, that where such a proven need for affordable housing can be identified and no agreed means of achieving it can be found within the defined physical limits, or on sites allocated through the Site Specific Allocations document and Area Action Plans which will follow the adoption of this Core Strategy, then exceptions should apply.
- 5.08 Where Parishes have identified a need for local housing in an area, through a Community Led planning process and or Rural Housing Enabler Housing Needs Survey, where planning permission would not normally be allowed for housing, it can still be difficult to encourage landowners to sell their land below open market residential values. To address this, there should be a provision for a maximum of one open market home in three homes on sites put forward by the Parish Council or through the Community Right to Build.

Development Management Policy DM1 – Affordable Housing on Exception Sites

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

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

Such provision will be subject to the following criteria:

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

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

Affordable Housing on Residential Sites

- 5.09 Lack of affordable housing provision within the district is a major problem. Despite new housing being created above target rates, the provision of affordable housing as part of this new housing stock has historically been distinctly lacking. On the 31st March 2006, the Council adopted Alterations to its Local Plan incorporating stronger affordable housing policies to begin to address the identified need. This was later supported by a Housing Assessment in 2006.
- 5.10 Land Registry figures have shown that, despite the recent recession, average house prices within the district have risen overall by 119% (£138k) between 2001 and 2010. In Suffolk Coastal, the average income of residents in full time or part time employment was £26,102 for 2009. The Suffolk county equivalent is £23,849. Notwithstanding this relatively high local 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 fluctuates in recent years at around an average of 8 - 9 times the difference between house prices and incomes, which was endorsed by a Housing Needs Assessment in 2006.
- 5.11 The 2006 Housing Assessment identified an overall new requirement over the next five years for 2,335 additional dwellings. The balance of housing requirements is for 19% social housing, 5% intermediate (i.e. a total of 24% affordable housing) and 76% general market housing. This balance is determined on the basis of affordability, assuming that the relationship between house prices and income remains constant.
- 5.12 Based on the proportions arising from the survey, the following targets will be set for affordable housing in the next 5 years (figures have been rounded):
1. 440 social units (19% of 2335)
 2. 120 intermediate units (5% of 2335)

Development Management Policy DM2 – Affordable Housing on Residential Sites

In considering planning applications for the development of:

- **Six or more additional housing units in Major Centres and Towns, or**
- **Three or more additional housing 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 these homes are offered to local people who can demonstrate need, at a price which they can afford, and that its enjoyment is by successive, as well as initial, occupiers.

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

Footnote:

"Affordable Housing" is defined in para. 3.50

HOUSING IN THE COUNTRYSIDE

Generally

- 5.13 The new Community Right to Build opens up the opportunity for rural communities to provide new housing to address local needs where they command a significant level of support (75%). As noted elsewhere in the document the Community Right to Build schemes are not subject to specific allocation, and potentially do not require specific planning permission but could be agreed by the parish council. Other locally derived small scale schemes would however require planning permission. The following policies bring together the various types of other residential development for which planning permission would be required where a case may be put forward to justify residential development in the countryside. It also refers, where there may be potential, to the specific policies against which each type of residential development will be assessed. This overarching policy first and foremost stresses that such development will be strictly controlled and should to be guided by a recognised need.
- 5.14 The Council intends to produce a supplementary planning document on development in the countryside.

Development Management Policy DM3 – Housing in the Countryside

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

- (a) Workers' dwellings for agricultural, forestry and other rural-based enterprises which satisfy the criteria set out in Annex A of national policy PPS7;**
- (b) Replacement dwellings on a one to one basis where they are no more visually intrusive in the countryside than the building to be replaced;**
- (c) The sub-division of an existing larger dwelling where this would meet a local need;**
- (d) Affordable housing on 'exception' sites in accordance with policy DM1;**

- (e) **Conversions of existing buildings subject to certain controls (Policy DM13); and**
- (f) **Minor infilling within clusters of dwellings well related to existing sustainable settlements (Policy DM4).**

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

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

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

Housing Clusters

- 5.15 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.
- 5.16 However, some form of control will be necessary if the character of the countryside is not to be eroded by the cumulative impact of development within such clusters. In addition, the relevance of climate change and sustainable development as material planning considerations has increased. New homes built away from existing facilities may add to the need to travel by car and make the provision of services less economic.
- 5.17 The scale and rate of change should be controlled through the restriction of development to single homes or a pair of semi-detached homes only. This should be within the cluster and not be visually intrusive. Allowing infilling only would prevent the start of ribbon development emerging from an existing cluster.

Development Management Policy DM4 – Housing in Clusters in the Countryside

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

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

A ‘cluster’ in this context:

- **Consists of a continuous line of existing dwellings or a close group of existing dwellings adjacent to an existing highway;**
- **Contains 5 or more dwellings; and**

- Is located no more than 150 metres from the edge of an existing settlement identified as a Major Centre, Town, Key Service Centre or Local Service Centre. This distance may be extended to 300 metres if a footway* is present.

* For definition see Glossary

HOUSES IN MULTIPLE OCCUPATION

- 5.18 Houses in multiple occupation are those which would fall within Use Class C4 and are defined as “*small shared dwelling houses occupied by between 3 and 6 unrelated individuals who share basic amenities.*” This policy relates to proposals for rooms, bedsits, and flats that are formed by the conversion of existing properties and does not relate to new buildings. It also does not cover hotels, guest houses and other serviced or institutional residential accommodation.
- 5.19 Such development is normally located within residential areas where, very often, other residential properties have been converted into flats and bedsits. These developments raise issues relating to residential amenity and the visual character of the area as a result of additional windows, parking on and off site, cycle storage, bin storage and access for rubbish collection etc.

Development Management Policy DM5 – Conversions and Houses in Multiple Occupation

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

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

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

RESIDENTIAL ANNEXES

- 5.20 Residential annexes to allow for example, the care of grandparents or other family members, generally have reduced standards of privacy, parking and amenity space than normal dwellings and pose few problems.
- 5.21 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.
- 5.22 The conversion of existing, or erection of new ancillary buildings will only be permitted where they are small in scale, well related to the main dwelling and cause no detriment to residential or visual amenity.

Development Management Policy DM6 – Residential Annexes

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

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

In both circumstances:

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

INFILLING AND BACKLAND DEVELOPMENT

- 5.23 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.
- 5.24 Infill development represents an important source of housing supply (“windfall”) and involves an efficient use of land in accordance with national planning policy PPS3. However, it is important that ‘town cramming’ does not occur, the cumulative effects of which could damage the character and amenity of established residential areas.

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

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

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

EXTENSIONS TO RESIDENTIAL CURTILAGES

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

Development Management Policy DM8 – Extensions to Residential Curtilages

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

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

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

GYPSIES, TRAVELLERS AND TRAVELLING SHOWPERSONS

- 5.27 National guidance indicates that authorities should make provision for sites to meet the identified accommodation needs of Gypsies, Travellers and Travelling Showpersons. Policy SP4 sets out the broad approach to meeting the needs of Gypsies and Travellers, the following policy provides specific detail in relation to site provision.
- 5.28 The Suffolk Cross-Boundary Gypsy and Traveller Accommodation Assessment (GTAA) looked at Gypsy and Traveller residential and transit needs across the five local authority areas of Suffolk Coastal, Waveney, Mid-Suffolk, Babergh and Ipswich. For Suffolk Coastal 31 pitches have been identified as being the residential need to the year 2011. Of these 31 pitches, 6 are for Gypsies and 25 are for New Travellers. The GTAA recognises that traditional pitch provision is not an approach that would meet or be used by New Travellers so alternative solutions will need to be sought, and that private rather than local authority sites are the preferred way forward. Beyond 2011 any requirement for further pitches, will be assessed by means of an updated Gypsy and Traveller Accommodation Assessment (GTAA) survey or other local monitoring of the local Gypsy and Traveller population.
- 5.29 Travelling Showpeople are defined separately from Gypsies and Travellers in Circular 04/07. However, because their way of life and accommodation requirements is similar, it is appropriate to address requirements within the same policy approach.

Development Management Policy DM9 – Gypsies, Travellers and Travelling Showpersons

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

Proposals will be assessed against the following criteria:

Personal Criteria -

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

Site Specific Criteria -

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

- The site is well related to a Major Centre, Town, Key or Local Service Centre. Where the requirement for a site is linked to the education or health needs of the applicant or their dependant(s), sites should be directed to those towns or service centres where these facilities are provided;
- The site is capable of being provided with mains water and adequate sewage/ waste disposal provision (including provision for the storage of waste prior to disposal);
- The site is acceptable in terms of highway safety;
- The site is designed so as to minimise visual impact on the surrounding area;
- The site is so designed as to minimises any impact on nature conservation interests within or adjoining it;

- The site is not liable to flooding;
- No industrial, retail, commercial, or commercial storage activities will take place on the site apart from storage required in relation to a travelling circus;
- That the scale and range of uses proposed within the site are acceptable in terms of their impact on any existing neighbouring uses; and
- Individual sites should not normally exceed 6 pitches

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

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

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

THE ECONOMY

PROTECTION OF EMPLOYMENT SITES

- 5.30 Providing support for existing and future businesses is crucial to securing the long term growth and resilience of the local economy. It is important to retain in employment use sites that make a contribution to local employment. Employment data provided in support of the Core Strategy confirms that the majority of the districts existing main employment sites remain suitable and appropriate to that use. The pressure for conversion to residential use in some areas however remains. This policy on employment sites and uses, looks to provide positive and explicit guidance as to what would be acceptable and what would not. The sequential approach allows for consideration of mixed uses which offer greater potential benefits to the community in meeting local business and employment needs.

Development Management Policy DM10 – Protection of Employment Sites

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

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

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

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

WAREHOUSING AND STORAGE

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

Development Management Policy DM11 – Warehousing and Storage

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

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

EXPANSION AND INTENSIFICATION OF EMPLOYMENT SITES

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

Development Management Policy DM12 – Expansion and Intensification of Employment Sites

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

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

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

Footnote:

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

ECONOMIC ACTIVITY IN THE COUNTRYSIDE

Conversion and Re-Use of Redundant Buildings

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

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

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

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

- residential use is the only possible way that the building can be retained;
- (iv) the building is of permanent and substantial construction;
 - (v) the creation of a residential curtilage will not have a harmful impact on the character of the countryside; and
 - (vi) it does not involve the conversion of a recently constructed agricultural building(s) that has not been materially used for agricultural purposes.

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

Footnotes:

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

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

Farm Diversification

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

Development Management Policy DM14 – Farm Diversification

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

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

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

Agricultural Buildings and Structures

- 5.38 Agriculture plays an important role in the economy of Suffolk Coastal, with employment in the sector being nearly 5 times the national average.
- 5.39 Certain types of development have to be located in the countryside, such as buildings or other structures used in connection with agriculture. It is recognised that these buildings may have to be large to meet with functional requirements. However, it is essential that efforts are made to ensure that such buildings or structures have the minimum impact on the countryside. Under the Town and Country Planning (General Permitted Development) Order 1995 (as amended) not all agricultural development requires planning permission. These include agricultural buildings below a certain size, but not farm dwellings or buildings for livestock units sited near residential or similar buildings.
- 5.40 Within the district demand also exists for large scale livestock units, such as poultry and pig units, that are not related to the cultivation of the land on which they are situated. In addition to having a considerable impact on the landscape, because of their scale, these units have the potential, through the production of large quantities of effluent, to pollute watercourses and sources of ground water supply. Such uses also have the potential to generate considerable volumes of traffic, particularly heavy goods vehicles, and many minor roads are not suitable to serve them.

Development Management Policy DM15 –Agricultural Buildings and Structures

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

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

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

Farm Shops

- 5.41 Retailing activities in the countryside can help support agriculture and horticulture by providing an outlet for the sale directly to the public of items produced on the farm or nursery. Where planning permission is required, the Council will have regard to the desirability of the farm to provide a service throughout the year. This could include selling produce grown or made elsewhere in the local area e.g. crafts.
- 5.42 Retailing related to a farm unit or a plant nursery is an important element of the rural economy as it provides employment and a local retail outlet for local residents, in addition to supporting agriculture and horticulture. It is recognised that the sale of other

produce locally made, provided they remain ancillary to the farm produce being sold, could also be justified on the grounds that it helps the rural economy.

- 5.43 However, the Council is concerned that unrestricted sales from a farm shop could have a significant adverse impact on a nearby village shop. In addition, there are transport implications due to the traffic likely to be generated, as well as access and parking arrangements.

Development Management Policy DM16 – Farm Shops

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

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

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

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

TOURISM

Touring Caravan and Camping Sites

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

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

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

Elsewhere, new sites will only be acceptable where:

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

Extensions to existing sites will only be acceptable where they:

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

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

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

Static Holiday Caravans, Cabins and Chalets

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

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

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

Elsewhere, such proposals will only be acceptable where:

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

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

TRANSPORT

PARKING STANDARDS

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

Development Management Policy DM19 – Parking Standards

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

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

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

TRAVEL PLANS

- 5.48 'Travel Plan' is a general term for a package of measures tailored to the needs of individual sites, developments or companies and is aimed at promoting more sustainable travel choices and reducing reliance on the car. Travel Plans help reduce the impact of travel on the environment. They can also help make people healthier, cut down delays caused by congestion, improve access and enhance the working and living environments.
- 5.49 Travel Plans should be submitted with more complex planning applications that are likely to have significant transport implications. These measures need not necessarily be exclusive to large scale developments. They might also include small developments which generate significant amounts of travel close to air quality management areas, or in locations where a reduction in road traffic is necessary for road safety reasons. The Core Strategy needs to set out the circumstances and thresholds which make Travel Plans necessary.

Development Management Policy DM20 – Travel Plans

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

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

The travel plans should seek to:

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

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

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

THE ENVIRONMENT

DESIGN

Aesthetics

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

5.51 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’.

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

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

- extensions to homes and other development within a residential curtilage;
- guidance on small scale residential development of up to five homes;
- shop fronts, signs and advertisements;
- historic building repairs, alterations and extensions;
- lighting;
- conservation area appraisals; and
- development in the countryside, including guidance on replacement and extensions to homes and the re-use and adaptation of rural buildings.

Development Management Policy DM21 – Design: Aesthetics

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

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

- (f) **attention must be given to the form, scale, use, and landscape of the spaces between buildings and the boundary treatment of individual sites, particularly on the edge of settlements.**

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

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

Function

- 5.54 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.
- 5.55 Access to buildings and arrangements for their use by the public, including disabled people, are important planning matters.
- 5.56 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.
- 5.57 More guidance on design is given in the CABI publication, 'By Design' (ODPM and CABI 2000) which refers to both residential and commercial development and the companion guide to national policy PPS3 'Better Places to Live: By Design' (2001). Both these publications highlight the standards of design that the Government is seeking to achieve in new development

Development Management Policy DM22 – Design: Function

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

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

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

Residential Amenity

- 5.58 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 Management Policy DM23 – Residential Amenity

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

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

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

Sustainable Construction

- 5.59 The government remains committed to taking positive action towards addressing climate change by promoting energy efficiency and minimising greenhouse gas emissions. The East of England region is particularly vulnerable to the impacts of climate change and as such it is important to proactively undertake adaptation and mitigation measures.
- 5.60 National planning policy PPS1 – *Climate Change* - sets out strong measures to address climate change as well as encouraging local planning authorities to set target contributions and promote the uptake of decentralised renewable or low-carbon energy in developments.
- 5.61 Addressing climate change is about more than reducing CO₂ emissions from buildings. It is important to recognise that improvements should be made in resource efficiency such as energy, waste, water and other areas like surface water run-off problems. The Code for Sustainable Homes (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM) building standards are nationally recognised levels which require building design and construction to address these challenging issues.
- 5.62 The Government's document *Building a Greener Future: Policy Statement* (2007) is a timetable and programme for ensuring that all new homes are zero carbon for energy use by 2016. Accordingly, it is proposed that there are set increments of improved building standards to be applied in legislation through the Building Regulations leading up to 2016.

- 5.63 Whilst the Council acknowledges that improvements in construction quality will be made through the revisions to Building Regulations, it is considered appropriate and urgent to require local developments to demonstrate a true commitment to sustainable development in the district as part of the planning system. With a significant part of the district delivering housing and employment as part of the Haven Gateway Growth Point status, there is a greater rationale to ensure that development is committed to minimising and mitigating adverse impacts.
- 5.64 The exceptional approach is advocated by the Supplement to PPS1 – *Planning & Climate Change* (2007) - and states that authorities must give consideration to issues of viability and nationally accredited systems which the CSH and BREEAM standards are part of. Viability and appropriateness of low carbon energy technology has been tested locally through the Suffolk Coastal Renewable and Low Carbon Technology Study (April 2010). The results have shown that in most circumstances it should be possible for developments to comply to a high sustainable build standard with minimal construction cost uplift. Major developments in particular, will have greater opportunities to incorporate high build standards due to economies of scale.
- 5.65 The Council is mindful that the local sustainable construction requirements lead to increased costs and may impact upon development viability. (***Viability is defined in this context as what is practical and affordable***) On this basis and in exceptional circumstances, the Council is prepared to negotiate on required environmental building standards. It is considered that larger developments will have greater potential for including higher standards due to the economies of scale involved.

Development Management Policy DM24 – Sustainable Construction

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

In order to satisfy this developments should:

- a) In the case of housing, meet at least the following Code for Sustainable Homes star levels once successive updates to Part L of the Building Regulations come into force:
 - (i) in 2010 – level 3
 - (ii) in 2013 – level 4
 - (iii) in 2016 – level 6
- b) In the case of non-domestic buildings, meet at least the following percentage CO2 reductions of the Building Emission Rate compared to the Target Emission Rate (as defined in the Building Regulations) once successive updates to Part L of the Building Regulations has come into force:
 - (i) in 2010 – 25% reduction
 - (ii) in 2013 – 44% reduction
 - (iii) in 2016 – zero carbon

Proposals for development should demonstrate an active consideration of the Suffolk Coastal Renewable & Low Carbon Technical Study and in particular, the Energy Opportunities Plan (EOP). The EOP shows areas where there is potential for developments to meet a higher level of the Code for Sustainable Homes. The Site Specific Allocations and Area Action Plan Development Plan Documents will set out any further requirements necessary in these areas.

CONTINUATION OF DM24 – Sustainable Construction

As evidence of compliance, the Council will require the submission of interim Code for Sustainable Homes certificates or design stage BREEAM certificates as appropriate. Where applicants can demonstrate, to the satisfaction of the Council, exceptional difficulties in bringing a site to market as a result of direct additional costs for sustainable standards, the Council will be prepared to consider detailed information on the viability of a particular scheme, where justified, to reduce the building standard rating requirement.

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

Art

- 5.66 '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 Management Policy DM25– Art

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

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

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

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

Lighting

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

Development Management Policy DM26 – Lighting

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

- (a) The proposed lighting scheme is the minimum needed for security,**

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

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

BIODIVERSITY AND GEODIVERSITY

- 5.70 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 national policy guidance, the strongest level of protection is given to these areas. At the same time, it is also recognised that sometimes certain types of development could in fact improve wildlife habitats.
- 5.71 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.
- 5.72 At the more local level, given the overall quality of the districts environment it is still considered important to give consideration to habitats and species outside designated sites, including those species protected by law.
- 5.73 In order to safeguard nature conservation it will be important to seek to protect key sites, complemented by a general presumption against development which would be to the detriment of other important sites and habitats.

Development Management Policy DM27 – Biodiversity and Geodiversity

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

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

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

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

FLOOD RISK

- 5.74 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.
- 5.75 In order to assist in the planning of the district, particularly where allocations should be made and where new development should be located, the Council commissioned a joint Strategic Flood Risk Assessment (SFRA). This will influence the determination of planning applications on individual sites.
- 5.76 It is appreciated that development in areas at some risk of flooding is sometimes unavoidable as many of the towns in the district are located in high risk areas. To address this, this policy requires mitigation to ensure no net increase in the risk of flooding.

Development Management Policy DM28 – Flood Risk

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

(a) Affordable Housing:

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

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

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

(b) Open market housing:

Where a site is within the physical limits boundary of a Major Centre, Town or Key Service Centre and there is an identified need for the housing in order to meet the requirements as set out elsewhere in this Core Strategy or to maintain a 5 year supply of housing land, the geographical area of search for a

sequentially preferable site is the housing market area**. If there are no sequentially preferable sites capable of accommodating the development, then the proposal will be supported in principle subject to passing the 'exception test' set out in appendix D of PPS25.

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

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

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

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

* Footnote – for 'exception sites' see policy DM1

** For definition see glossary

TELECOMMUNICATIONS

5.77 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.

5.78 Government guidance in national policy PPG8 is clear that whilst health considerations and public concern can in principle be material planning considerations, provided that the design and location of the facilities comply with the national guidelines which set precautionary requirements relating to public exposure, it should not be necessary for a local planning authority to consider further health aspects and concerns about them.

Development Management Policy DM29 – Telecommunications

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

- (a) the siting and external appearance of all installations, including any location or landscaping requirements, shall be designed to minimise the impact of the development on its surroundings while respecting the need for operating efficiency, and the technical and legal constraints placed on operators;

- (b) any antennae proposed for erection on buildings shall, so far as is practicable, be sited and designed to minimise their impact on the external appearance of the building; and
- (c) applications shall be supported by evidence to demonstrate that the possibility of erecting antennae on an existing building, mast or other structure has been fully explored and that there are no better alternative locations.

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

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

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

COMMUNITY WELL-BEING

KEY FACILITIES

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

wherever possible, and that it should not be lost without some evidence of detailed local consideration.

Development Management Policy DM30 – Key Facilities

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

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

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

Footnote:

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

Public Buildings

- 5.83 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.
- 5.84 Nevertheless, the Council feels that where a building, such as a redundant school, becomes available it should, in the first instance, be considered for recreational or community use and the local community be encouraged to consider its potential for such uses.

Development Management Policy DM31 – Public Buildings

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

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

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

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

Sport and Play

- 5.85 Applications for new sports facilities or the improvement of existing facilities will be supported by the Council unless the development is likely to raise issues of concern. In particular, the Council will consider the likely effect of the proposed development on the surrounding area and the countryside, as well as access provision.
- 5.86 The economic climate and in particular the restraints on local authority spending, mean that the Council will find it increasingly difficult to continue to make good any existing shortfalls of some playing space provision, and virtually impossible to make good any future shortfalls that may result from additional development, even though the provision of adequate outdoor playing space forms an integral part of the Council's overall Health Strategy. New residential development, irrespective of size, will therefore be expected to contribute to the provision of outdoor playing space which is required as a direct result of meeting the needs of that development. In all new developments, provision should keep pace with the rate of development.
- 5.87 A comprehensive assessment of the existing provision for each parish has been carried out. Based on the results and then comparing them with the National Playing Fields Association standard, an Outdoor Playing Space Funding Scheme has been produced. The mechanism for this scheme is set out in Supplementary Planning Guidance (SPG) which will be carried forward as a Supplementary Planning Document (SPD).
- 5.88 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.
- 5.89 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 Management Policy DM32 – Sport and Play

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

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

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

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

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

Allotments

- 5.90 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.
- 5.91 To assist in the provision of allotments, the Council will have regard to Parish Plans which could provide the evidence base to determine whether there is a demand for new allotments. Where appropriate, opportunities to identify additional provision will be considered through the Area Action Plan documents.

Development Management Policy DM33 – Allotments

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

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

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

6 Implementation and Monitoring

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 milestones in the production of documents;
 - towards meeting planning targets and objectives; and
 - on the implementation of policies and any significant effects arising.
- 6.02 There is a requirement of the Core Strategy to produce a monitoring and delivery framework that details what targets and indicators will be used to track the progress of the plan objectives and policies. It must also set out the delivery framework for implementation of the Vision and Objectives as well as any envisaged infrastructure constraints that may inhibit development proposals. In many instances, the delivery of the Vision and Objectives will be implemented through other Local Development Framework documents such as the Site Allocations and Area Specific Policies Development Plan Document (DPD) as well as supporting partnership documents such as the Sustainable Community Strategy (SCS).
- 6.03 There are a range of objectives, indicators, targets and timescales that are common across many strategies, and these have been identified and used where possible. For example, there is a strong working relationship and approach adopted between the LDF and the SCS. The monitoring framework, which is proposed to track progress towards meeting objectives, is found in Table 6.1. The linkages, synergies and delivery mechanisms between the main strategies and partners and the Local Development Framework Core Strategy Policies are set out in Table 6.2, which also shows the delivery framework. Delivery and funding of outcomes will not be undertaken by one agency or partner in isolation. To be successful, delivery of the LDF policies will involve a collaborative partnership between many relevant stakeholders, for example, the local authority, infrastructure providers and developers.

Infrastructure Constraints

- 6.04 It is recognised that in order to deliver the proposed growth in the district in a sustainable manner, it will be necessary to align plans and funding for new infrastructure. This will include all of the types of infrastructure identified in the Core Strategy but in particular, those relating to transport, education, primary health care, policing, play/open space, flooding, water supply and electricity provision. The main driver for required infrastructure improvements is the combination of existing needs and future housing and population growth.
- 6.05 The Council has and continues to clarify, review and resolve positions with service providers as well as make contact with those where infrastructure impacts are uncertain. The information presented below is provided as the best information available to date and may be subject to change as more information and studies become available to contribute to the evidence base.

- 6.06 In September 2009, the Council commissioned further work in order to re-evaluate and cost the infrastructure issues relating to the two major growth areas of the Eastern Ipswich Plan Area and Felixstowe/Walton and the Trimley Villages. Although the Ipswich Policy Area is no more since the revocation of the Regional Spatial Strategy, the geographical area covered by the study is still important to the District Council as reflecting the sphere of influence exerted by Ipswich as a regional centre. It is therefore appropriate to continue to acknowledge it as a policy tool in relation to those issues of cross boundary / strategic importance e.g. new or improved infrastructure provision. The sphere of influence is also taken to extend into the parishes of Westerfield and Tuddenham St Martin which also abut the Ipswich Borough boundary. The Eastern Ipswich Plan Area, and notably east of the A12 is where the Council sees significant growth over the plan period. Further reference to the Ipswich Policy Area in this section should now read Eastern Ipswich Plan Area.. Generally, it is the information contained in these more detailed, and most up to date studies which will be used as the basis for discussions in relation to these two areas, through the preparation of Area Action Plans for Felixstowe and Martlesham.

Water supply (Haven Gateway Water Cycle Study)

- 6.07 The district water supply service is in split ownership and responsibility between Anglian Water and Suffolk & Essex Water. Anglian Water is the main water supply provider in the district including responsibility for the identified main growth areas around Felixstowe and Eastern Ipswich Plan Area. A costing of any required infrastructure is not available from Anglian Water until detailed plans are better known.
- 6.08 In the Felixstowe area, the Haven Gateway Water Cycle Study – Stage 1 states that any scale of significant housing growth in this area will require off-site reinforcement works to water supply infrastructure. Funding to achieve these works would most likely come from the period 2010 – 2015 budgets. Anglian Water put together a business plan for funding to present to OFWAT in 2009.
- 6.09 The situation is more unclear in the Ipswich Policy Area as to what the full infrastructure requirements and capacity are. However, it is expected that a new water mains service will likely be required.
- 6.10 Discussions will need to be had as part of the Site Allocations and Area Specific Policies DPD relating to infrastructure issues outside of the two main growth areas. Further investigation into water issues is being taken forward by the Haven Gateway Water Cycle Study, which will investigate what strategic water infrastructure requirements will need to be funded in order to support major growth locations. The results of the Stage 2 work were received in September 2009. Following clarification, however, it has been determined that the information provided by Anglian Water and contained in the Community Infrastructure Studies for the major growth areas is the most up to date.

Sewerage (Haven Gateway Water Cycle Study)

- 6.11 Anglian Water is the sole responsible authority for waster 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 homes. However, beyond these figures, substantial growth numbers will require off-site reinforcement

work for wastewater infrastructure – as identified in the Haven Gateway Water Cycle Study – Stage 1.

- 6.13 There is a substantial 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. This is a matter which will be considered in greater depth through the preparation of the Area Action Plan.
- 6.14 For the Eastern Ipswich Plan Area the situation is currently unclear as to what the full infrastructure requirements and capacity are. However, it is expected that a significant amount of funding will be required to secure a new independent drainage system and off-site drainage discharging via new pump station to the Cliff Quay Catchment. In some instances, Cliff Quay works in Ipswich is located a significant distance from possible growth locations. In addition, it is expected that Cliff Quay works may also require updating as many brownfield locations in the Ipswich Borough come forward for development. Towards the east of the Eastern Ipswich Plan Area, it may be possible to relieve some water discharge issues by connecting any potential developments into the works at Woodbridge.
- 6.15 Further investigation into wastewater issues is being taken forward by the Haven Gateway Water Cycle Study, which will investigate what strategic wastewater infrastructure requirements will need to be funded in order to support major growth locations. The results of the Stage 2 work were received in September 2009. Again in relation to the Stage 2 work it has been determined that the information provided by Anglian Water and contained in the Community Infrastructure Studies for the major growth areas is the most up to date.

Green Infrastructure

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

partnership to achieve this aim. Natural England is a leading authority on these issues and has expressed support for such an approach.

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

Flood defence

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

Transport

- 6.20 The Highways Agency and Suffolk County Council are both responsible for transport issues in the district.
- 6.21 Strategically, the A14/A12 trunk road in the very south of the district is predicted to experience acute capacity issues in future years. Further work has been carried out in respect of identifying strategic options and solutions for this as part of the evidence base supporting the Regional Spatial Strategy – East of England Plan. In relation to the Core Strategy, a detailed Transport Appraisal to assess the impact of the scales of growth proposed for the Ipswich and Felixstowe areas has now been completed and forms part of the evidence base.
- 6.22 In respect of the growth areas in the district, the Highways Agency has indicated that in Felixstowe, for many growth options, developers will be expected to fund improvements to relevant junctions that could be at J59 – Trimley Interchange, J60 – Dock Spur Roundabout, or J62 – Port of Felixstowe Roundabout.
- 6.23 In Ipswich sub region, the Highways Agency has previously stated that growth proposals would be unlikely to impact upon the trunk roads. More locally, there are issues to discuss in relation to the radial road network serving journeys to/from central Ipswich. The Haven Gateway Ipswich A14 Corridor Study (2007) produced as background evidence to the RSS suggested that possible management options for the A14/A12 around Ipswich could include road pricing, variable speed limits, additional park and ride capacity, and A14 access control. In the longer term, there may be potential to investigate an Ipswich Northern Bypass. Although the RSS is no longer part of the development plan, the evidence sitting behind it was tested at independent examination and considered sound. As such it is appropriate to consider and use this evidence in the formulation of the LDF. More locally, impacts of proposed development on the local road network will likely be resolved through the Site Allocations Development Plan Document and Area Action Plans. The most recent local transport assessment identifies the need for improvements to junctions on the A12 between Seven Hills (A12/A14 junction and the A12/A1214.
- 6.24 At present there is limited indication as to how these measures might be implemented but phasing of any outcome would need to be linked to the proportionate phasing of housing and employment development.

Energy provision

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

Health provision

- 6.28 NHS Suffolk is the Primary Care Trust responsible for health provision in the district.
- 6.29 There is a limited amount of information available for healthcare provision at this point and further discussions will need to be undertaken with NHS Suffolk to work out the district requirements.
- 6.30 In response to strategic housing growth in the Felixstowe area, comments were received in relation to likely healthcare requirements. The existing provision in Felixstowe is already planned to be modernised further, but this is unlikely to increase capacity above serving the existing community catchments. Any new development in the Walton area or north of the A14 will require concurrent provision of health care provision to adequately meet demand. The NHS are currently in the process of looking in detail at the provision with Felixstowe and considering proposals for a new health care facility which will offer increased facilities and greater capacity.
- 6.31 The situation is similar in the Eastern Ipswich Plan Area whereby any strategic allocation for housing growth will need to have additional health care provision factored in, as existing capacity is not sufficient. This may be in the form of extending existing facilities, or with larger growth scenarios, a new health centre may be practical.

Education

- 6.32 Suffolk County Council is responsible for education provision across Suffolk. Currently there is a lot of activity and new projects going on in this subject including Building Schools for the Future (BSF), and the School Organisation Review. The County Council is conducting consultations on these and as such, future outcomes will need to be taken into account at a later date.
- 6.33 In Felixstowe, under the BSF programme, the County Council is proposing to create one secondary school on a single site [Orwell High School]. Proposals on new secondary school provision were published in January 2009, however the coalition government has sought to review the BSF programme and cut its funding. A final decision on the funding available for this BSF project is not expected until later 2010/early 2011...At present there is sufficient secondary school capacity within the two existing schools to serve strategic housing growth in the Felixstowe area. A single new school site will have capacity to serve strategic housing growth but would require further extension to the building in due course. Primary school capacity is dependant upon where new housing development takes place. For a large allocation,

primary school provision will need to be provided as part of the development. If development is dispersed, then the situation becomes less clear, although there is some capacity at existing schools in areas where growth is predicted.

- 6.34 The existing secondary school infrastructure in the Ipswich sub region 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 and Farlingaye High School which is also at capacity. 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 year olds secondary school or new sixth form provision would be best suited. A new secondary school would cost in the region of £25m and public funds would be unlikely to contribute more than a small proportion of this, but a hub to Kesgrave High School could be more easily be accommodated. Any strategic housing allocation would need to include a primary school provision to serve it.

Table 6.1 – Monitoring Framework

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

Objective*	Target	Indicators	LDF Policies
1. Sustainability	To improve contributions made towards achieving a district where sustainable development principles are inherent.	<p>All indicators should contribute.</p> <ul style="list-style-type: none"> Planning applications (and number of homes) granted contrary to policies identified adjacent. 	<p>SP1</p> <p>DM24</p>
2. Housing Growth	<p>To satisfy locally derived housing targets a requirement of 7,590 homes throughout the district in the period 2001 to 2027. Of this, 2,320 are to be accommodated in the Ipswich sub region due to economic and sustainability reasons.</p> <p>In accordance with the locally derived housing targets, deliver an average of 446 dwellings per annum over the period up to 2027, which provides a mix of home sizes to match the needs of the area.</p>	<ul style="list-style-type: none"> Planning applications (and number of homes) granted contrary to policies identified adjacent. Percentage of new housing in major centres, market towns, key service centres, local service centres, other villages, countryside. Housing completions and trajectory Development density. 	<p>SP2, SP3, SP4, SP19, SP20, SP21, SP23, SP24, SP25, SP26, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM5, DM6, DM7, DM9</p>

Objective*	Target	Indicators	LDF Policies
	<p>To maintain provision for a 15 year housing supply and a 5-year rolling housing land supply.</p> <p>Achieve at least 12% of new housing development upon previously developed land.</p> <p>Ensure that new housing makes efficient use of land with densities appropriate to the locality.</p>		
3. Local Housing	<p>To increase the proportion of affordable homes by constructing 1,820 affordable homes (1365 social rented homes and 455 intermediate homes) in the period up to 2027.</p> <p>To achieve at least 490 new affordable homes in the first five years of the Plan.</p> <p>Deliver an average of 446 per annum over the Plan period, which provides a mix of home sizes to match the needs of the area.</p> <p>Meeting identified need for Gypsy & Travellers accommodation:</p>	<ul style="list-style-type: none"> • Housing completions. • Affordable Housing provision • Affordable housing delivery on exception sites. • Number of homes lost to open market under right to acquire • Affordable Housing tenure • Housing density • Types and size of homes. • Home price to income ratio. • Homelessness • Gypsy & Traveller authorised/unauthorised pitches. 	<p>SP2, SP3, SP4, SP19, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM9</p>
4. Economic development	<p>From 2001 – 2027, to facilitate the creation of at least 8,000 new jobs including providing for no less than 8.5 hectares of new employment land to meet the current and</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. 	<p>SP5, SP6, SP7, SP8, SP9, SP20, SP21, SP22, SP23, SP24, SP25,</p>

Objective*	Target	Indicators	LDF Policies
	<p>predicted economic needs of the District</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"> Unemployment rate. Employment space lost to other uses. 	<p>SP26, SP27</p> <p>DM10, DM11, DM12,</p>
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). 	<p>SP7, SP8, SP29</p> <p>DM12, DC13, DC14, DC15, DM16, DM17, DM18</p>
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. 	<p>SP8</p> <p>DC17, DC18</p>
7. Felixstowe and the Market Towns	<p>To sustain and enhance the vitality and viability of market towns.</p> <p>To deliver identified floorspace needs.</p> <p>Vacant units in town centres not to exceed the national average of 11%.</p> <p>To improve the number and mix of services available at town centres.</p> <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. 	<p>SP9, SP21, SP22, SP23, SP24, SP25, SP26</p>
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 	<p>SP10, SP11</p> <p>DM19, DM20</p>

Objective*	Target	Indicators	LDF Policies
		<p>condition of development.</p> <ul style="list-style-type: none"> • Employment permissions and allocations in urban areas. • Proportion of Port freight carried by rail 	
9. Climate Change	<p>To mitigate against the effects of climate change and minimise the factors that contribute towards the problem.</p> <p>To improve the energy efficiency of homes. Ensure that at least 10% of energy consumption in relevant new development is from renewable or low carbon energy.</p> <p>Increase installed capacity of renewable energy generation.</p> <p>Minimise the risk of flooding and coastal erosion and to allow flexibility for roll-back planning applications.</p>	<ul style="list-style-type: none"> • Number of planning applications approved that meet or exceed the Code for Sustainable Homes / BREEAM standard. • Renewable energy installed by type. • Flood risk – planning application approved contrary to Environment Agency advice. • Coastal erosion – planning applications refused due to coastal erosion. • Planning applications which have triggered use of the roll-back policies. 	<p>SP12, SP1, SP30</p> <p>DM24, DM28</p>
10. The Coast	<p>To secure continuing prosperity of coastal communities.</p> <p>To respond to climate change</p>	<ul style="list-style-type: none"> • Rate of loss, or damage, to protected areas • Indices of Multiple Deprivation • Length of protected and defended coastline • Creation of integrated management plan 	<p>SP21, SP22, SP30</p>
11. Protecting & Enhancing The Physical Environment	<p>Improve biodiversity, geodiversity, landscape and townscape quality throughout the district.</p> <p>No loss in number and area of ecological and</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 	<p>SP14, SP15, SP17, SP18</p> <p>DM8, DM 21, DM22,</p>

Objective*	Target	Indicators	LDF Policies
	<p>geological designations.</p> <p>No loss of areas or populations of biodiversity importance.</p> <p>Continually improve the condition reported of SSSIs.</p>	<p>populations of biodiversity importance.</p> <ul style="list-style-type: none"> The annual condition of SSSIs. 	DM27
12. Design	<p>To deliver high quality developments, based on principles around quality, local distinctiveness and sustainability.</p> <p>To not permit planning applications where the design standard is poor in line with national planning policy statement 1</p>	<ul style="list-style-type: none"> Number of instances where the policies have been used for a reason for refusal of planning permission 	<p>SP15</p> <p>DM21, DM22, DM23, DM25, DM26</p>
13. Accessibility	<p>To improve the proportion of the population with access to key local facilities as defined in the settlement hierarchy.</p>	<ul style="list-style-type: none"> Parishes lost/gained key facilities. New retail floor space in town centres. VAT business registration changes. Proportion of A1 units in town centres. 	<p>SP11</p> <p>DM30, DM31, DM32, DM33</p>
14. Green Infrastructure	<p>To increase the amount of open space and play space.</p> <p>To increase the amount of high quality open space managed to Green Flag standard.</p> <p>In partnership, to set up and implement Visitor Management Plans on the Deben and Orwell Estuaries</p>	<ul style="list-style-type: none"> Amount of leisure development. Change in the provision of Open Space meeting the standard. Change in the provision of Play Space meeting the standard. The amount and percentage of open space managed to Green Flag award standard. Gains/Losses of green infrastructure over 1ha Progress milestones of Visitor 	SP16, SP17

Objective*	Target	Indicators	LDF Policies
		Management Plan	
15. Physical & Community Infrastructure	To improve levels of service provision and ensure identified deficiencies are addressed.	<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. 	SP18 DM32, DM33

Table 6.2 – Delivery Framework

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

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP1 – Sustainable Development	Continuous	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Sustainable Community Strategy • All Suffolk Coastal District Council strategies • Local Transport Plans 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Local Parishes • Developers • Statutory service providers • Transport operators
SP2 – Housing Numbers	2010-2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Strategic Housing Land Availability Assessment • Housing Land Availability Report 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Haven Gateway Partnership • Registered Social Landlords • Housing Association • Statutory service providers • Town / Parish Councils
SP3 – New Housing	2010–2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Strategic Housing Land Availability Assessment • Housing Land Availability Report • Suffolk Coastal District Council Annual Monitoring Report 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Developers • Haven Gateway Partnership • Registered Social Landlords • Housing Association • Statutory service providers

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP4 – Gypsies, Travellers & Travelling Showpeople	2010-2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • New Traveller Groups • The Travelling Showmans Guild • The Forestry Commission
SP5 – Employment Land	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management 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 • Local Enterprise Partnership, once established
SP6 – Regeneration	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Leiston & Saxmundham Regeneration Area Action Plan 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Haven Gateway Partnership • East of England Development Agency • Suffolk County Council • Developers • Local businesses • Local Town and Parish Councils • Local Enterprise Partnerships
SP7 –	Plan	• Core Strategy &	• Suffolk Coastal

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
Economic development in the rural areas	lifetime	<ul style="list-style-type: none"> Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions 	<ul style="list-style-type: none"> District Council • Suffolk Coastal Local Strategic Partnership • East of England Development Agency • Haven Gateway Partnership • Developers • Local businesses • Local Enterprise Partnerships
SP8 – Tourism		<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • English Heritage • Suffolk Coastal & Heaths Unit
SP9 – Retail Centres	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Suffolk Coastal Retail Study (2008 and 2009 supplement) 	<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 • Local Strategic Partnership
SP10 – A12 & A14	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Local Transport Plan 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Other Suffolk Local Authorities • Highways Agency • Transport operators
SP11 – Accessibility	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development 	<ul style="list-style-type: none"> • Suffolk Coastal District Council

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

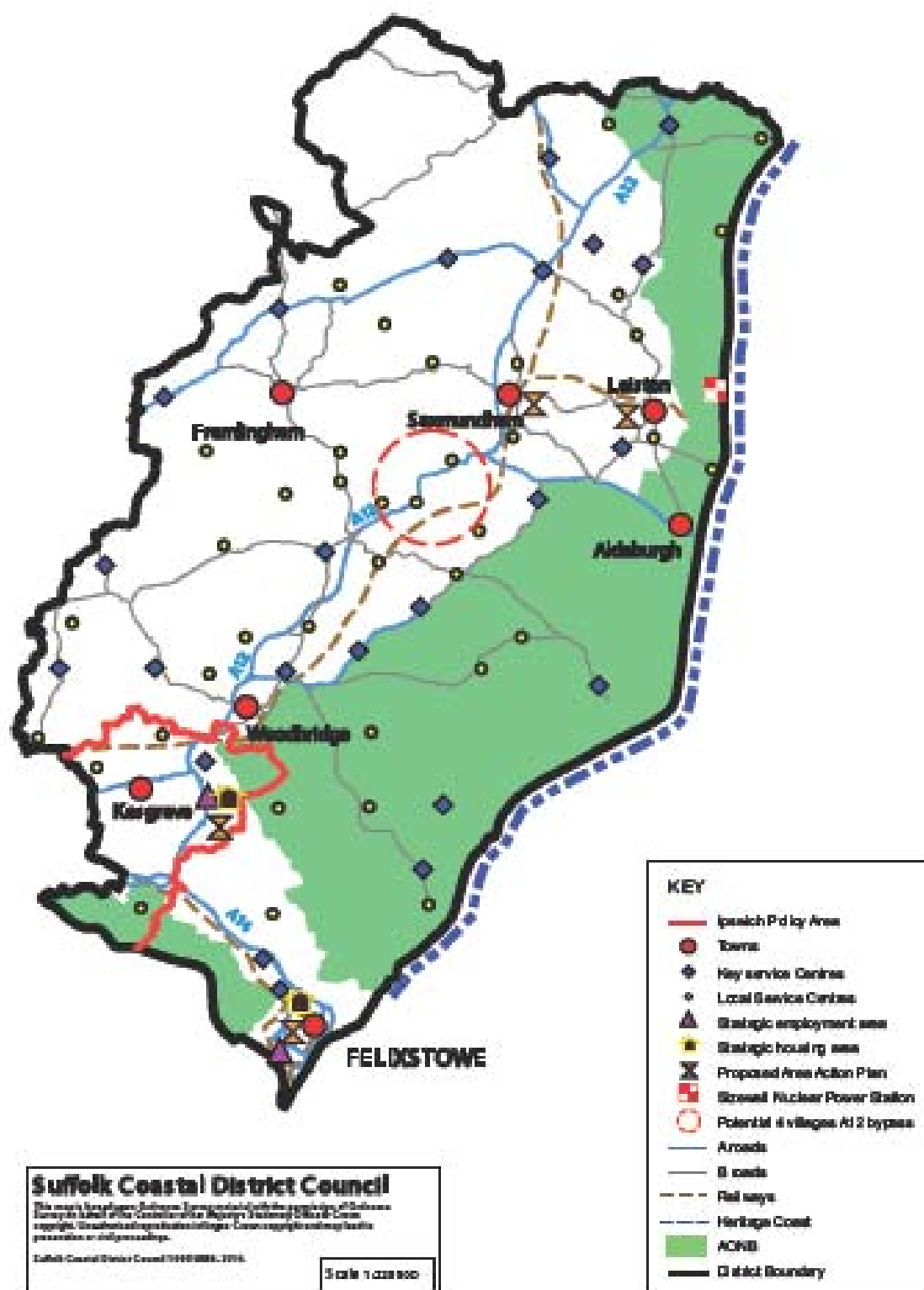
Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP15 – Landscape & Townscape	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions • Landscape Character Assessment • Suffolk Coasts & Heaths AONB Management Plan 	<ul style="list-style-type: none"> • Forestry Commission • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Natural England • Environment Agency • Suffolk Biological Records Office • Suffolk Coasts & Heaths Unit
SP16 – Sport & Play	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Area Action Plans • Development Management 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
SP17 – Green Space	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Development Management decisions • Haven Gateway Green Infrastructure Strategy • Cultural Strategy • Haven Gateway Green Infrastructure Strategy 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Ipswich Borough Council • Suffolk County Council • Haven Gateway Partnership • Natural England • Suffolk Coasts & Heaths Unit • Town/Parish Councils • Developers
SP18 – Infrastructure	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Development Management decisions • Supplementary Planning Documents 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Haven Gateway Partnership • Statutory service providers

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
		<ul style="list-style-type: none"> • Sustainable Community Strategy • Haven Gateway Water Cycle Strategy • Haven Gateway Green Infrastructure Strategy 	<ul style="list-style-type: none"> • Developers
SP19 – Settlement Policy	Plan lifetime	<ul style="list-style-type: none"> • All LDF spatial planning documents • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Developers • Local Parishes
SP20 – Area east of Ipswich	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Martlesham, Waldringfield and Newbourne Area Action Plan • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Suffolk County Council • Town/Parish Councils • Developers • Statutory service providers
SP21 – Felixstowe	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Felixstowe Peninsula Area Action Plan • Felixstowe Regeneration Framework • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local Strategic Partnership • Town Council • Developers • Statutory service providers • Environment Agency • Felixstowe Futures
SP22 – Aldeburgh	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • Suffolk Coastal Local

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

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

Key Diagram



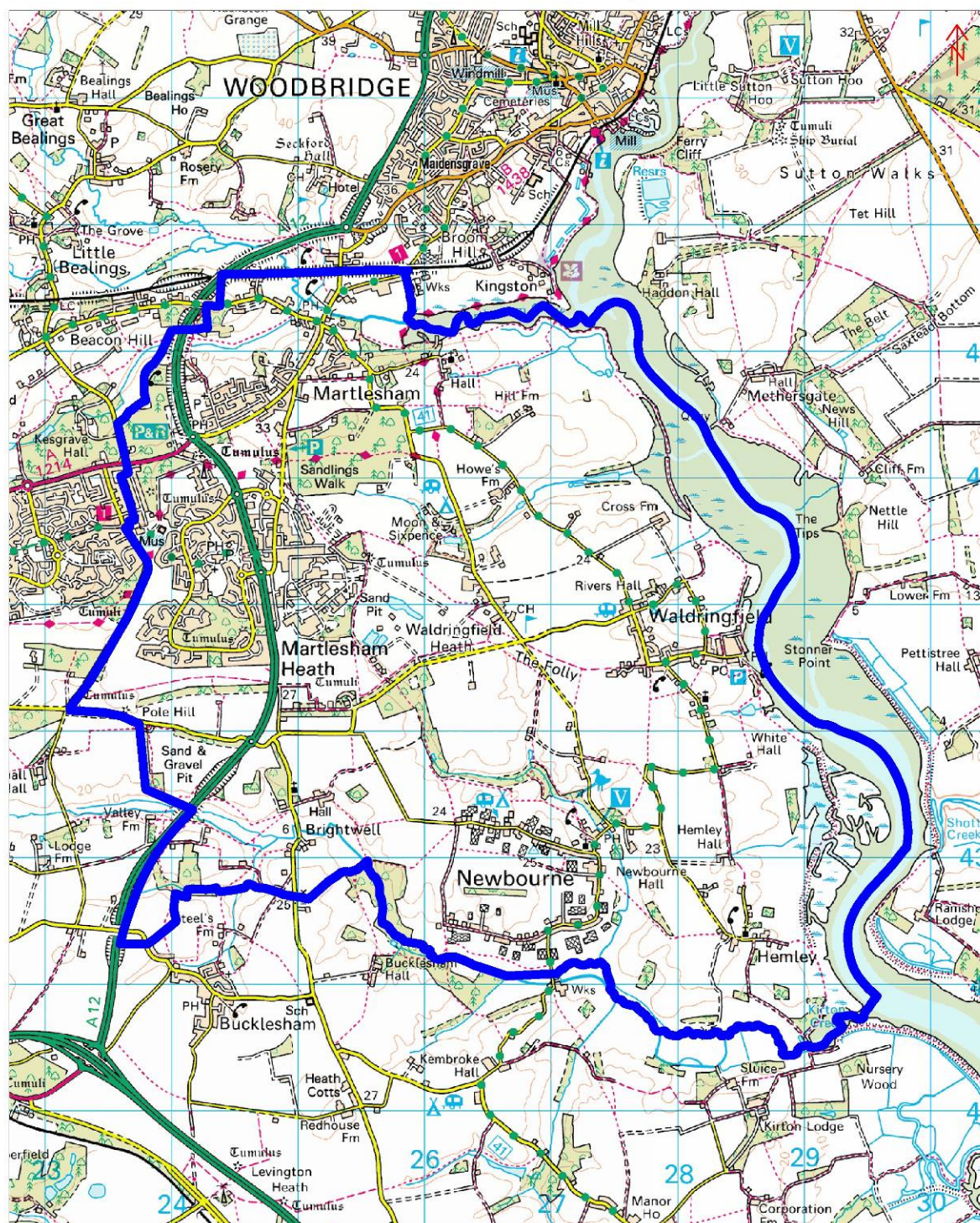
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Scale 1:40000

Martlesham, Newbourne & Waldringfield AAP boundary



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Felixstowe Peninsula AAP boundary



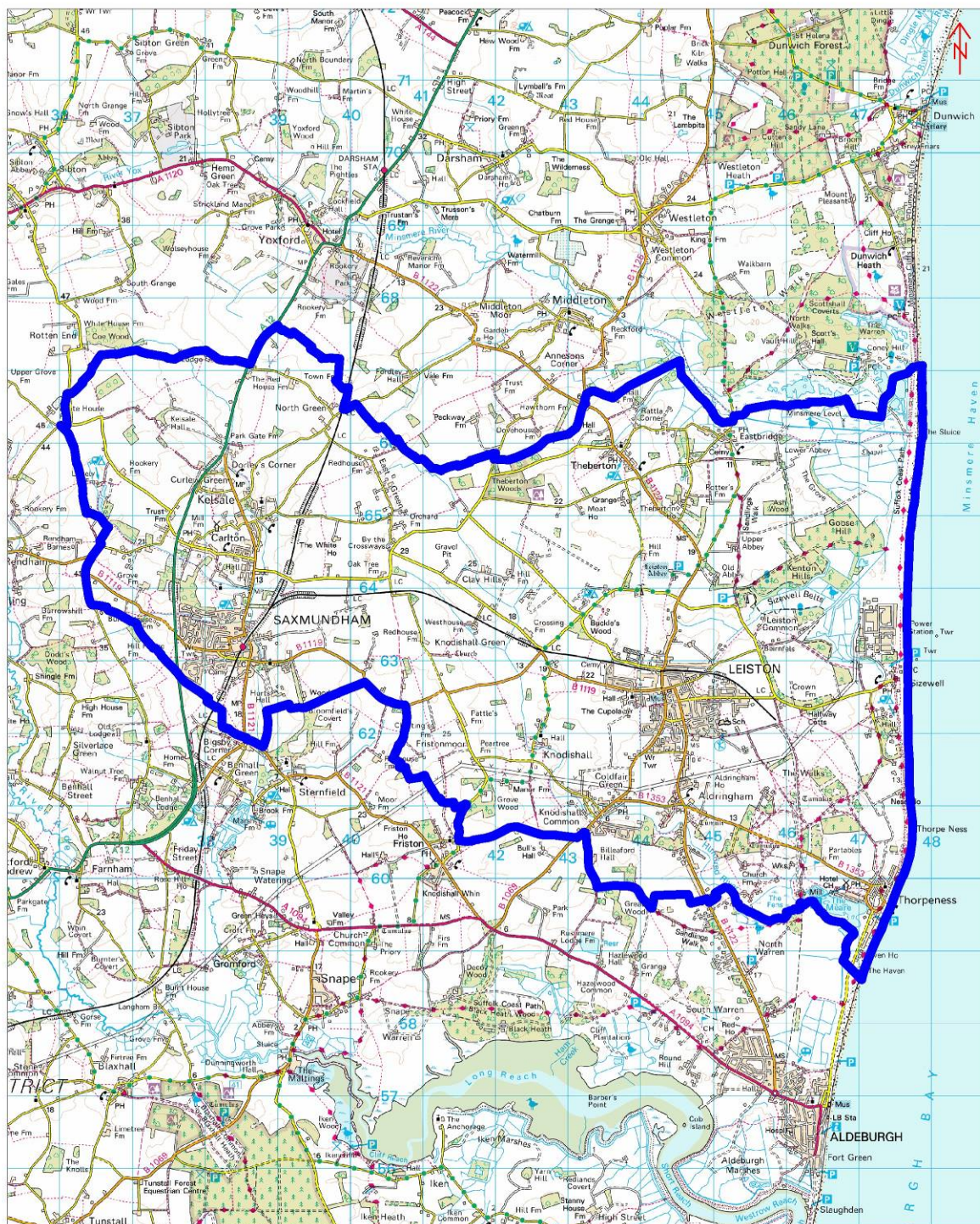
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Scale 1:70000

Leiston & Saxmundham AAP boundary



APPENDICES

Appendix A – Haven Gateway

Appendix B – Glossary

Appendix C – Evidence Base Bibliography

Appendix D – Key Extracts from ~Coalition Government Statements

**Appendix E – Full Copies of Original Letters Referred to in
Appendix D**

Appendix A – HAVEN GATEWAY Diagrammatic Representation

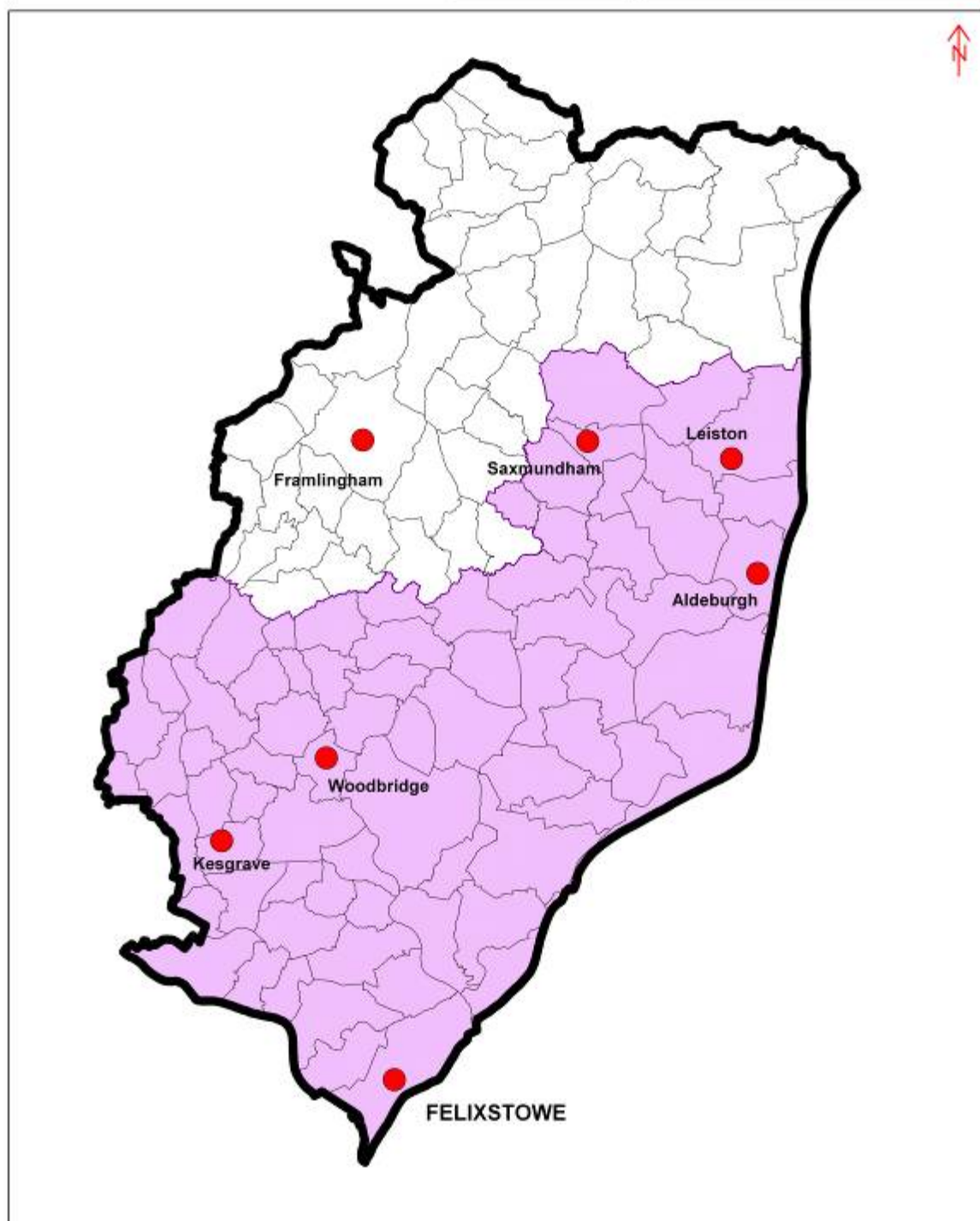
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Haven Gateway area



Appendix B – GLOSSARY

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

Development Plan Document (DPD)	A Local Development Document that has development plan status and is subject to community involvement and Independent examination. It outlines the key development goals of the Local Development Framework and includes the Core Strategy, Site Allocations and Area Specific Policies Development Plan Document and Area Action Plans.
EEDA	EEDA (East of England Development Agency) works across the six counties of Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk. Its mission - to improve the economy of the East of England.
Evidence Base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
Footway	A 'footway' by HA80 (Highways Act 1980) definition is in lay-terms the pavement at the side of the carriageway
Greenfield Land	Land (or a defined site) usually farmland, that has not previously been developed.
Haven Gateway Partnership	An un-incorporated association launched in 2001 to bring together the ports of Felixstowe, Harwich, Ipswich, Mistley and surrounding hinterlands. Initially set up to promote and develop commercial, social and environmental elements. Key priorities identified include improvements to the rail and road infrastructure, education and training, tourism and regeneration. It is governed by a Board comprising representatives from the public/private sector including five local councils, two county councils and key players in the ports, shipping and logistics industry.
Housing Market Area	In relation to the sequential test referred to in policy DM28 the housing market areas are defined on the map attached at the end of this glossary.
Housing Trajectory	A forward planning tool designed to track, monitor and manage the provision of housing supply over the entire lifespan of a development plan.
Local Development Document (LDD)	Any document within the Local Development Framework. These include Development Plan Documents (that form part of the statutory development plan) and Supplementary Planning Documents (that do not form part of the statutory development plan). Local Development Documents collectively deliver the spatial planning strategy for the local planning authority's area.
Local Development Framework (LDF)	The portfolio of Local Development Documents.
Local Development Scheme (LDS)	A document that sets out what Local Development Documents are to be produced and the timetable for their production.

Local Transport Plan (LTP)	A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.
Physical Limits Boundary (village envelope/settlement envelope)	The defined line, within which new development will normally be permitted, often referred to elsewhere as 'village' or 'town envelope' depending on the settlement. The physical limits boundaries for Major Centres, Market Towns, Key Service Centres and Local Service Centres will be defined on the Proposals Map. Outside the boundaries the area is defined as 'Countryside'.
PPS (Planning Policy Statements)	Sets out the Government's national land use planning policies (replaces Planning Policy Guidance)
Proposals Map	A separate Local Development Document that illustrates on an Ordnance Survey base map all the policies and proposals contained in the Development Plan Documents and 'saved' policies.
Ramsar Site	A term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance
Regional Development Agency (RDA)	The Regional Development Agencies set up in the English regions are non-departmental public bodies. Their primary role is as a strategic driver of regional economic development in their region.
RSS Regional Spatial Strategy	A strategy for how the region should look in the future. Identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, minerals and waste treatment and disposal.
Site Allocations and Area Specific Policies	A Development Plan Document allocating land for specific uses.
Spatial Planning	"Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. This will include policies that can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means." (PPS 1 ODPM, 2004, pp3).
SSSI	Site of Special Scientific Interest
Statement of Community Involvement	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development

	control decisions. The Statement of Community Involvement is an essential part of the new-look Local Development Frameworks.
Supplementary Planning Document (SPD)	A Local Development Document that does not have development plan status and does not have an independent inquiry. Must be linked to policies or proposals in a Development Plan Document.
Supplementary Planning Guidance (SPG)	Additional advice issued by the Local Planning Authority expanding its statutory policies. To be replaced by Supplementary Planning Document.
Sustainability Appraisals	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Communities Strategy (SCS)	A programme issued by the government to set the framework for delivering sustainable communities over the next 15-20 years. The main areas of focus are housing supply, new growth areas, decent homes and the countryside and local environment.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
The Planning Authority	In this case Suffolk Coastal District Council

Suffolk Coastal District Council

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Suffolk Coastal District Council 100019684, 2010.

Scale 1:210000

DM28 - Housing Market Areas



Appendix C – Local Evidence Base Bibliography

SUFFOLK COASTAL LOCAL DEVELOPMENT FRAMEWORK – LOCAL EVIDENCE BASE BIBLIOGRAPHY

Documents are available for inspection at the Council's reception or upon the Council's website, unless otherwise stated. The most up to date list of evidence base documents can be found on the Council's website where the list is refreshed when relevant at - <http://www.suffolkcoastal.gov.uk/yourdistrict/planning/review/evidence/> A link is also provided to relevant national planning policy guidance.

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

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

	Ipswich Housing Market Area.
2008	Strategic Housing Market Assessment Nov 2008 Research commissioned by Suffolk Coastal, Babergh and Mid Suffolk District Councils and Ipswich Borough Council aimed at estimating housing need and demand in the Ipswich Housing Market Area.
	SCDC Land Availability for Housing – April 2008 List of approved and allocated sites for five or more dwellings as at 1 April 2008
	SCDC 5 Year Housing Land Supply Study identifying a five year housing land supply as at 31 March 2008
	SCDC Urban Capacity Study (desk top update) 31/3/2008 Report to identify previously development land across the district that has development potential
2007	SCDC Land Availability for Housing – April 2007 List of approved and allocated sites for five or more dwellings as at 1 April 2007
	Suffolk Cross Boundary Gypsy and Traveller Accommodation Assessment (GTAA) Report jointly commissioned by Mid Suffolk, Babergh, Suffolk Coastal, Waveney and Ipswich local authorities and produced by the University of Salford
	SCDC Urban Capacity Study- update to 31/3/2007 Report to identify previously development land across the district that has development potential
2006	SCDC Land Availability for Housing – April 2006 List of approved and allocated sites for five or more dwellings as at 1 April 2006
	Suffolk Coastal Local Housing Assessment Study of housing requirements (including housing need) and an analysis of the condition of dwellings across the district
2005	Haven Gateway Partnership Residential & Infrastructure Study Study commissioned by the Haven Gateway Partnership to provide guidance on the strategic direction, scale and phasing of residential development and associated infrastructure requirements for the Haven Gateway sub-

	region to 2021
2. EMPLOYMENT	
2010	
2009	Suffolk Haven Gateway Employment Land Review & Strategic Studies Haven Gateway Partnership commissioned GVA Grimley to undertake an Employment Land Review and Strategic Sites Study for the districts that comprise the Suffolk Haven Gateway to set the policy response to providing the right mix of employment land to meet the future job growth target of 30,000 in the sub-region.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2009
2008	Felixstowe Port Logistics Study Study commissioned to identify the key land use issues and requirements likely to emerge from the expansion of the Port of Felixstowe.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2008
2007	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2007
2006	Suffolk Coastal District Employment Study Study commissioned to inform the development of employment policies for the district.
	SCDC Employment Land Availability Study Annual study giving details of land committed for industrial and business development as at 1 April 2006
2005	Haven Gateway Partnership Employment Land Study Review of the supply and demand for employment land and premises across the Haven Gateway sub-region
3. ENVIRONMENT	
2010	
2009	Suffolk Coastal & Waveney District Strategic Flood

	<p>Risk Assessment (SFRA) The primary objective of the study prepared by Scott Wilson was to enable the two participating local authorities to undertake sequential testing in line with the Government's flood risk and development policy document - Planning Policy Statement (PPS) 25: Development and Flood Risk - to inform the development of their emerging Local Development Framework (LDF) documents.</p>
2008	<p>Suffolk Landscape Character Assessment (available on-line only at http://www.suffolklandscape.org.uk/) Jointly produced by all Suffolk local authorities. It is designed to support work to maintain and restore the landscape of Suffolk, particularly through the planning system and to promote and foster wider understanding of the landscapes of Suffolk. The project has assessed the landscape of the county and identified thirty distinct types of landscape within it.</p> <p>Felixstowe Northern Fringe Landscape & Visual Appraisal Landscape and visual appraisal of land to the north of the A14 to assess suitability for housing growth.</p> <p>Ecological Assessment Felixstowe & Trimley Villages Strategic Areas Study prepared by the Suffolk Wildlife Trust. Report to conduct an ecological assessment of the potential strategic growth option areas in the Felixstowe, Walton & Trimley villages</p> <p>Ecological Assessment Ipswich Strategic Area Study prepared by the Suffolk Wildlife Trust. Report to conduct an ecological assessment of the potential strategic growth option areas in the Ipswich Policy Area.</p> <p>Environmental Capacity in the East of England – applying an environmental limits approach to the Haven Gateway Report prepared for the East of England Regional Assembly and partners by Land Use Consultants to investigate how much development can be accommodated in the area without causing an unacceptable decline in environmental quality</p>

4. RETAIL	
2010	
2009	<p>Suffolk Coastal Retail Study Further Update This study builds upon the December 2008 update to look at the potential retail floorspace needs resulting from proposed increased growth in the Ipswich Policy Area - east of the A12 and to take account of the current economic slowdown.</p>
2008	<p>Suffolk Coastal Retail Study Update Update of the Retail Study produced by CB Hillier Parker in 2003 (see below). Commissioned by Suffolk Coastal to predominantly investigate how forecasts and the future housing growth may have impacted upon the retail floorspace needs in the district and to extend the quantitative assessment to 2025 in line with the Council's Local Development Framework. This update produced by CB Richard Ellis (previously CB Hillier Parker) should be read in conjunction with 2003 Retail Study.</p>
2003	<p>Suffolk Coastal Retail Study Aug 2003 Study commissioned by Suffolk Coastal District Council to inform and guide retail planning for the district produced by CB Hillier Parker</p>
5. INFRASTRUCTURE	
2010	
2009	<p>Ipswich Eastern Fringe Infrastructure Study The report is an assessment of the strategic, community and infrastructure provision in light of the predicted growth in the Ipswich Eastern Fringe area of 2,000 homes until 2025.</p> <p>Future Secondary School Provision: Alternative Sites Assessment Ipswich Policy Area Report by Colin Buchanan and Partners that assesses the suitability of three alternative sites for a new secondary school in the Ipswich Policy Area</p>

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

	Report produced by David Lock Associates setting out a vision to guide regeneration and future development in the Felixstowe area
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APPENDIX D

Government statements / documents

Coalition agreement

“We will provide incentives for local authorities to deliver sustainable development, including for new homes and businesses “

“In the longer term, we will radically reform the planning system to give neighbourhoods far more ability to determine the shape of the places in which their inhabitants live, based on the principles set out in the Conservative Party publication Open Source Planning”

Open Source Planning

“The planning system is vital for a strong economy, for an attractive and sustainable environment, and for a successful democracy. “

“The purpose of the planning system is to reconcile, in the most equitable and efficient way possible, competing economic, social and environmental priorities, at the national and local level. “

“To rebuild Britain’s broken economy, we have to reinvigorate our construction and development industries and the investment that goes with them. Without a transformed planning system, our chances of getting the investment and growth we need will be hampered and possibly crippled, because today’s centralised, bureaucratic planning system gives local communities little option but to rebel against Whitehall and regional diktats and, all too often, against the notion of development itself. The result is that far from achieving central targets, we are seeing historically low levels of house building which fail to match the needs of our economy or our society.”

“Tragically, the very idea that development can benefit a community has become a casualty.”

“Although we are determined to reassert local control over local planning decisions that does not mean that we want or expect communities to turn their backs on development. Indeed we believe that the country needs to see a major upswing in development and construction as soon as possible, and we will enact policies to make it happen. “

“We will counterbalance our introduction of genuine local planning control, by making it a guiding principle of the planning system that there is a presumption in favour of sustainable development.”

“There has been a degree of apprehension that some local authorities will take the opportunity of moving from the current set-up to our new Open Source planning system to put a brake on house building. While we are confident that the combination of collaborative democracy and our council tax, business rates and local tariff incentives will be sufficiently persuasive to encourage local authorities to embrace development, we will also legislate to ensure that the production of new local plans will be achieved within a reasonable timescale. Specifically, we will legislate that if new local plans have not been completed within a prescribed period, then the presumption in favour of sustainable development will automatically apply. In other words, if a local planning authority does not get its local plan finalised in reasonable time, it will be deemed to have an entirely permissive planning approach, so all planning applications will be accepted automatically if they conform with national planning guidance.”

Eric Pickles' statement to the House of Commons on revocation of RSSs

Imposed central targets will be replaced with powerful incentives so that people see the benefits of building. The coalition agreement makes a clear commitment to providing local authorities with real incentives to build new homes. I can confirm that this will ensure that those local authorities which take action now to consent and support the construction of new homes will receive direct and

substantial benefit from their actions. Because we are committed to housing growth, introducing these incentives will be a priority and we aim to do so early in the spending review period. We will consult on the detail of this later this year. These incentives will encourage local authorities and communities to increase their aspirations for housing and economic growth, and to deliver sustainable development in a way that allows them to control the way in which their villages, towns and cities change.

FAQ's attachment to letter from Chief Planning Officer on Revocation of Regional Spatial Strategies.

5. Should we continue preparing LDF documents?

Yes – the revocation of Regional Strategies is not a signal for local authorities to stop making plans for their area. Local planning authorities should continue to develop LDF core strategies and other DPDs, reflecting local people's aspirations and decisions on important issues such as climate change, housing and economic development.

These local plans will guide development in their areas and provide certainty for investors and communities. Local authorities may wish to review their plans following the revocation of Regional Strategies. We recommend reviews should be undertaken as quickly as possible.

6. How does this affect adopted local plans / LDFs?

Adopted DPDs and saved policies will continue to provide the statutory planning framework. Local authorities may decide to review these now that Regional Strategies have been revoked. There is no need to review the whole LDF, only those issues or policies which local authorities wish to revisit. When undertaking consultation and sustainability appraisal on their draft policies, authorities should take an approach that considers the stage reached, the extent of work already undertaken and the scope of the policy changes they are making.

7. What if my LDF document is still being prepared?

Where local planning authorities are currently bringing forward development plan documents they should continue to do so. Authorities may decide to review and/or revise their emerging policies in the light of the revocation of Regional Strategies. Where authorities decide to do this they will need to ensure they meet the requirements for soundness under the current legislation. When undertaking consultation and sustainability appraisal on their draft policies, authorities should take an approach that considers the stage reached, the extent of work already undertaken and the scope of the policy changes they are making.

Grant Shapps, Housing Minister statement 12/10/2010

"Last year, housebuilding hit its lowest level for any peacetime year since 1924 as developers have been hampered by regional targets that put them in direct conflict with local communities and an alphabet soup of regulations and red tape they have to

navigate. Today I have a clear message to housebuilders large and small - we are on your side. I am determined to make it easier to build the homes this country needs

From the “Spending Review 2010” published by HM Treasury 20/10/10

“The New Homes Bonus will give local authorities clear financial incentives to ensure that local communities benefit from new housing and economic development in their areas.”

APPENDIX E



The Rt Hon Eric Pickles MP

Secretary of State for Communities and Local Government

Department for Communities and Local Government

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27th May 2010

ABOLITION OF REGIONAL STRATEGIES

I am writing to you today to highlight our commitment in the coalition agreements where we very clearly set out our intention to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Consequently, decisions on housing supply (including the provision of travellers sites) will rest with Local Planning Authorities without the framework of regional numbers and plans.

I will make a formal announcement on this matter soon. However, I expect Local Planning Authorities and the Planning Inspectorate to have regard to this letter as a material planning consideration in any decisions they are currently taking.

THE RT HON ERIC PICKLES MP



www.communities.gov.uk
community, opportunity, prosperity

The Chief Planning Officer
Local Planning Authorities in England

6 July 2010

Chief Planning Officer Letter:

REVOCATION OF REGIONAL STRATEGIES

Today the Secretary of State announced the revocation of Regional Strategies with immediate effect.

I have attached some 'questions and answer' advice on immediate issues that may arise from this announcement. It will be important for local planning authorities to carry on delivering local development frameworks and making decisions on applications and the attached document focuses on how to continue taking these forward.

Please address any queries to Eamon Mythen at CLG in the first instance (Eamon.Mythen@communities.gsi.gov.uk).



STEVE QUARTERMAIN
Chief Planner

Department for Communities and Local Government
Eland House
Bressenden Place
London
SW1E 5DU

Guidance for Local Planning Authorities following the revocation of Regional Strategies

The Secretary of State for Communities and Local Government confirmed today that Regional Strategies will be revoked (see the attached copy of the Parliamentary Written Statement). In the longer term the legal basis for Regional Strategies will be abolished through the “Localism Bill” that we are introducing in the current Parliamentary session. New ways for local authorities to address strategic planning and infrastructure issues based on cooperation will be introduced. This guidance provides some clarification on the impact of the revocation; how local planning authorities can continue to bring forward their Local Development Frameworks (LDFs); and make planning decisions in the transitional period.

1. Under what powers are Regional Strategies being revoked?

Regional Strategies have been revoked under s79(6) of the Local Democracy Economic Development and Construction Act 2009 and no longer form part of the development plan for the purposes of s38(6) of the Planning and Compulsory Purchase Act 2004. This guidance covers the period between revocation of Regional Strategies and legislation to abolish them altogether.

2. Do Planning Policy Statements (PPSs) remain in force?

Yes. The Policy Statement on Regional Strategies (February 2010) is cancelled, and references to Regional Strategies in other Policy Statements are no longer valid. But all other PPSs will continue to apply until they are replaced by the National Planning Framework.

3. Will this affect the London Plan?

The London Plan will continue to provide the planning framework for London boroughs. As part of a wider process of decentralisation in London, we are reviewing how powers and discretion can be shifted downwards from central government to the Mayor and Assembly, to London Boroughs and to local neighbourhoods. This will include reviewing the scope for devolving power from the Greater London Authority down to the Boroughs and below.

The following sections provide advice on some of the issues likely to arise following revocation of Regional Strategies, until the “Localism Bill” and the new National Planning Framework are in place. This guidance should be regarded as a material consideration by local planning authorities and the Planning Inspectorate in their decisions.

4. How will this affect planning applications?

In determining planning applications local planning authorities must continue to have regard to the development plan. This will now consist only of:

- Adopted DPDs;
- Saved policies; and
- Any old style plans that have not lapsed.

Local planning authorities should also have regard to other material considerations, including national policy. Evidence that informed the preparation of the revoked Regional Strategies may also be a material consideration, depending on the facts of the case.

Where local planning authorities have not yet issued decisions on planning applications in the pipeline, they may wish to review those decisions in light of the new freedoms following the revocation of Regional Strategies. The revocation of the Regional Strategy may also be a material consideration.

5. Should we continue preparing LDF documents?

Yes – the revocation of Regional Strategies is not a signal for local authorities to stop making plans for their area.

Local planning authorities should continue to develop LDF core strategies and other DPDs, reflecting local people's aspirations and decisions on important issues such as climate change, housing and economic development.

These local plans will guide development in their areas and provide certainty for investors and communities. Local authorities may wish to review their plans following the revocation of Regional Strategies. We recommend reviews should be undertaken as quickly as possible.

6. How does this affect adopted local plans / LDFs?

Adopted DPDs and saved policies will continue to provide the statutory planning framework. Local authorities may decide to review these now that Regional Strategies have been revoked. There is no need to review the whole LDF, only those issues or policies which local authorities wish to revisit. When undertaking consultation and sustainability appraisal on their draft policies, authorities should take an approach that considers the stage reached, the extent of work already undertaken and the scope of the policy changes they are making.

7. What if my LDF document is still being prepared?

Where local planning authorities are currently bringing forward development plan documents they should continue to do so. Authorities may decide to review and/or revise their emerging policies in the light of the revocation of Regional Strategies. Where authorities decide to do this they will need to ensure they meet the requirements for soundness under the current legislation. When undertaking consultation and sustainability appraisal on their draft policies, authorities should take an approach that considers the stage reached, the extent of work already undertaken and the scope of the policy changes they are making.

8. Will Examinations in Public continue for DPDs?

Yes – where local planning authorities are bringing forward new development plan documents or reviewing adopted plans they should present evidence to support their plans. The examination process will continue to assess the soundness of plans, and

Inspectors will test evidence put forward by local authorities and others who make representations.

9. Will data and research currently held by Regional Local Authority Leaders' Boards still be available?

Yes. The regional planning function of Regional LA Leaders' Boards – the previous Regional Assemblies – is being wound up and their central government funding will end after September this year. The planning data and research they currently hold will still be available to local authorities for the preparation of their local plans whilst they put their own alternative arrangements in place for the collection and analysis of evidence. Notwithstanding, the new Government regards the Regional Leaders' Boards as an unnecessary tier of bureaucracy.

Clarification on policy issues

There are a number of areas where Regional Strategies supplemented the national policy framework. Further clarification on these areas is set out below.

10. Who will determine housing numbers in the absence of Regional Strategy targets?

Local planning authorities will be responsible for establishing the right level of local housing provision in their area, and identifying a long term supply of housing land without the burden of regional housing targets. Some authorities may decide to retain their existing housing targets that were set out in the revoked Regional Strategies. Others may decide to review their housing targets. We would expect that those authorities should quickly signal their intention to undertake an early review so that communities and land owners know where they stand.

11. Will we still need to justify the housing numbers in our plans?

Yes – it is important for the planning process to be transparent, and for people to be able to understand why decisions have been taken. Local authorities should continue to collect and use reliable information to justify their housing supply policies and defend them during the LDF examination process. They should do this in line with current policy in PPS3.

12. Can I replace Regional Strategy targets with “option 1 numbers”?

Yes, if that is the right thing to do for your area. Authorities may base revised housing targets on the level of provision submitted to the original Regional Spatial Strategy examination (Option 1 targets), supplemented by more recent information as appropriate. These figures are based on assessments undertaken by local authorities. However, any target selected may be tested during the examination process especially if challenged and authorities will need to be ready to defend them.

13. Do we still have to provide a 5 year land supply?

Yes. Although the overall ambition for housing growth may change, authorities should continue to identify enough viable land in their DPDs to meet that growth. Strategic Housing Market Assessments and Strategic Housing Land Availability Assessments can

help with this. Local planning authorities should continue to use their plans to identify sufficient sites and broad areas for development to deliver their housing ambitions for at least 15 years from the date the plan is adopted. Authorities should also have a five year land supply of deliverable sites. This too will need to reflect any changes to the overall local housing ambition.

14. How do we determine the level of provision for travellers' sites?

Local councils are best placed to assess the needs of travellers. The abolition of Regional Strategies means that local authorities will be responsible for determining the right level of site provision, reflecting local need and historic demand, and for bringing forward land in DPDs. They should continue to do this in line with current policy. *Gypsy and Traveller Accommodation Assessments* (GTAAs) have been undertaken by all local authorities and if local authorities decide to review the levels of provision these assessments will form a good starting point. However, local authorities are not bound by them. We will review relevant regulations and guidance on this matter in due course.

15. How do we establish the need for minerals and aggregates supply without Regional Strategy targets?

Minerals planning authorities will have responsibility for continuing to plan for a steady and adequate supply of aggregate minerals to support economic growth. They should do this within the longstanding arrangements for minerals planning. Technical advice provided by the Aggregate Working Parties, including their current work in sub-apportioning the CLG guidelines for 2005-2020 to planning authority level will assist with this.

Planning authorities in the South East should work from the apportionment set out in the "Proposed Changes" to the revision of Policy M3, published on 19 March 2010.

Planning authorities can choose to use alternative figures for their planning purposes if they have new or different information and a robust evidence base. We will work with the minerals industry and local government to agree how minerals planning arrangements should operate in the longer term.

16. How do we establish the need for waste management without Regional Strategy targets?

Planning Authorities should continue to press ahead with their waste plans, and provide enough land for waste management facilities to support the sustainable management of waste (including the move away from disposal of waste by landfill). Data and information prepared by partners will continue to assist in this process. For the transitional period this will continue to be the data and information which has been collated by the local authority and industry and other public bodies who currently form the Regional Waste Technical Advisory Bodies. We intend for this function to be transferred to local authorities in due course.

17. Does the abolition of the hierarchy of strategic centres mean the end of policies on town centres?

No. Local authorities must continue to have regard to PPS 4: *Planning for Sustainable Economic Growth* in preparing LDFs and, where relevant, take it into account in determining planning applications for retail, leisure and other main town centre uses.

In assessing any planning applications proposing unplanned growth in out of town shopping centres, particularly those over 50,000 sqm gross retail floor area, local authorities should take account of the potential impacts of the development on centres in the catchment area of the proposal.

18. What about regional policies on the natural environment?

Local authorities should continue to work together, and with communities, on conservation, restoration and enhancement of the natural environment – including biodiversity, geo-diversity and landscape interests. Authorities should continue to draw on available information, including data from partners, to address cross boundary issues such as the provision of green infrastructure and wildlife corridors.

19. What about regional policies on Flooding and Coastal Change?

Local authorities should continue to work together across administrative boundaries to plan development that addresses flooding and coastal change. For flooding matters local authorities already have a duty to co-operate under the Floods and Water Management Act. The Environment Agency will continue to work with local authorities individually and/or jointly to provide technical support on these matters. The Coalition agreement is clear that we should prevent unnecessary building in areas of high flood risk.

20. What about regional policies on Renewable and Low Carbon Energy?

Through their local plans, authorities should contribute to the move to a low carbon economy, cut greenhouse gas emissions, help secure more renewable and low carbon energy to meet national targets, and to adapt to the impacts arising from climate change. In doing so, planning authorities may find it useful to draw on data that was collected by the Regional Local Authority Leaders' Boards (which will be made available) and more recent work, including assessments of the potential for renewable and low carbon energy.

21. What about regional policies on Transport?

Local authorities should continue to ensure their land use and local transport plans are mutually consistent, and deliver the most effective and sustainable development for their area. Local authorities should work with each other and with businesses and communities to consider strategic transport priorities and cross boundary issues.

22. Does the end of Regional Strategies mean changes to Green Belt?

No. The Government is committed to the protection of the Green Belt and the revocation of Regional Strategies will prevent top-down pressure to reduce the Green Belt protection. Local planning authorities should continue to apply policies in PPG2. As part of their preparation or revision of DPDs, planning authorities should consider the desirability of new Green Belt or adjustment of an existing Green Belt boundary, working with other local planning authorities as appropriate.

Parliamentary Statement Revoking Regional Strategies

Today I am making the first step to deliver our commitment in the coalition agreement to *“rapidly abolish Regional Spatial Strategies and return decision-making powers on housing and planning to local councils”*, by revoking Regional Strategies.

Regional Strategies added unnecessary bureaucracy to the planning system. They were a failure. They were expensive and time-consuming. They alienated people, pitting them against development instead of encouraging people to build in their local area.

The revocation of Regional Strategies will make local spatial plans, drawn up in conformity with national policy, the basis for local planning decisions. The new planning system will be clear, efficient and will put greater power in the hands of local people, rather than regional bodies.

Imposed central targets will be replaced with powerful incentives so that people see the benefits of building. The coalition agreement makes a clear commitment to providing local authorities with real incentives to build new homes. I can confirm that this will ensure that those local authorities which take action now to consent and support the construction of new homes will receive direct and substantial benefit from their actions. Because we are committed to housing growth, introducing these incentives will be a priority and we aim to do so early in the spending review period. We will consult on the detail of this later this year. These incentives will encourage local authorities and communities to increase their aspirations for housing and economic growth, and to deliver sustainable development in a way that allows them to control the way in which their villages, towns and cities change. Our revisions to the planning system will also support renewable energy and a low carbon economy.

The abolition of Regional Strategies will provide a clear signal of the importance attached to the development and application of local spatial plans, in the form of Local Development Framework Core Strategies and other Development Plan Documents. Future reform in this area will make it easier for local councils, working with their communities, to agree and amend local plans in a way that maximises the involvement of neighbourhoods.

The abolition of Regional Strategies will require legislation in the “Localism Bill” which we are introducing this session. However, given the clear coalition commitment, it is important to avoid a period of uncertainty over planning policy, until the legislation is enacted. So I am revoking Regional Strategies today in order to give clarity to builders, developers and planners.

Regional Strategies are being revoked under s79(6) of the Local Democracy Economic Development and Construction Act 2009 and will thus no longer form part of the development plan for the purposes of s38(6) of the Planning and Compulsory Purchase Act 2004.

Revoking, and then abolishing, Regional Strategies will mean that the planning system is simpler, more efficient and easier for people to understand. It will be firmly

rooted in the local community. And it will encourage the investment, economic growth and housing that Britain needs.

We will be providing advice for local planning authorities today and a copy has been placed in the house library.



The Rt Hon Eric Pickles MP
Secretary of State for Communities and Local
Government

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Building a better, more prosperous
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15 June 2010

Chief Planning Officer Letter:

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**NEW POWERS FOR LOCAL AUTHORITIES
TO STOP 'GARDEN GRABBING'**

20 October 2010

On 9th June 2010 Government implemented the commitment made in the Coalition Agreement to decentralise the planning system by giving Local Authorities the opportunity to prevent overdevelopment of neighbourhoods and 'garden grabbing'.

I am writing to confirm that the Government has amended Planning Policy Statement 3: Housing (PPS3) with the following changes:

- **private residential gardens are now excluded from the definition of previously developed land in Annex B**
- **the national indicative minimum density of 30 dwellings per hectare is deleted from paragraph 47**

Together these changes emphasise that it is for local authorities and communities to take the decisions that are best for them, and decide for themselves the best locations and types of development in their areas.

The amended policy document sets out the Secretary of State's policy on previously developed land and housing density. Local Planning Authorities and the Planning Inspectorate are expected to have regard to this new policy position in preparing development plans and, where relevant, to take it into account as a material consideration when determining planning applications. I am copying this letter to the Planning Inspectorate.

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20 October 2010

Leaders of Local Authorities in England

Dear colleagues,

LOCAL GOVERNMENT AND THE SPENDING REVIEW

The Coalition Government's Spending Review set out today provides a fair though challenging settlement for local government. It reflects the clear priorities for the Spending Review as a whole: to bring down the massive budget deficit and drive economic growth, while protecting the interests of hardworking families and the most vulnerable in society.

The review also provides significant new powers for local government. Councils have long argued that with more freedom and flexibility, they would be much better equipped to become more efficient and effective in delivering local public services. This settlement delivers that freedom and flexibility, as part of the new Government's decentralisation agenda.

Councils will face an average loss of grant of 7.25%, in real terms, in each of the next four years. However, this will be accompanied by new financial freedoms and flexibility.

Local flexibility on local spending

Today's settlement:

- tackles the principal pressure on social services by providing an additional £2 billion to support adult social care by 2014-15;
- commits £6.5 billion to affordable housing and Decent Homes over four years;
- offers help to the vulnerable with £6.5 billion to Supporting People over the Spending Review period;
- offers more flexibility to councils by ending ring-fencing of all revenue grants from next year, except for simplified school grants and the new public health grant which will be introduced in 2013. In total, local authorities will have greater control over more than £7 billion of funding from 2011-12 which is moving into formula grant, being unringfenced or is new funding for the SR10 period;
- protects council tax payers by offering, in partnership with local authorities, a council tax freeze;

- shifts many other budgets – including budgets for GPs and Police and Crime Commissioners – to the local level, so that you can pool and prioritise this money more effectively;
- sets out plans to implement the first phase of Community Budgets in 16 areas from April 2011, by pooling departmental budgets at source for 16 places, to tackle families with complex needs, with the intention that all areas will be able to take this approach from 2013; and,
- radically reforms the Housing Revenue Account, so that you will have much greater ability to run your own affairs, provides over £2 billion on Decent Homes in total over four years and enables councils who own housing to improve the decency of tenants' homes with enough money to more than halve the backlog by 2015.

Savings on local red tape

These new powers come on the back of radical reductions in the bureaucratic reporting and inspection requirements which hold councils back.

We are already abolishing the Audit Commission, have ended Comprehensive Area Assessment, scrapped 4,700 Whitehall (LAA) targets, are dismantling the National Indicator Set and are ready to scale back significantly the plethora of data reporting requirements which cost you time and money - the LGA estimate that complying with government data demands and inspection costs local authorities nearly £300 million.

Local growth

We are replacing the Regional Development Agencies with local enterprise partnerships, which put councils and civic leaders in the driving seat. We are also introducing a Regional Growth Fund (worth £1.4 billion) to create jobs and growth in places currently heavily dependent on the public sector - this could include support for activities such as housing growth and market renewal.

The New Homes Bonus will reward communities that build houses - planning permissions granted now will count against the Bonus.

We have already confirmed that councils will be able to borrow against future growth in Business Rates to fund infrastructure projects. And the Localism Bill will go even further in giving councils control over the issues which matter to local people, including providing councils with the general power of competence they have long called for.

Local savings

This unprecedented shift in power means that you will be well placed to tackle the inevitable challenges ahead. Overall, revenue funding from Government will reduce by 26% in real terms between 2010-11 and 2014-15 – excluding schools, fire and police. That means, on average, a reduction of 7.25% a year.

The reduction in formula grant funding for fire and rescue authorities will be 25% over the period. Reductions for fire and rescue services are weighted to the second half of the spending review period, so that fire and rescue authorities have time to prepare.

But since councils (including fire and rescue authorities) also raise revenue from other sources, the actual reduction in overall council spending will be much lower.

There is a clear expectation that councils will use this new autonomy to protect key frontline services.

Local finance reform which protects the vulnerable

To help you do this, we are:

- funding the council tax freeze: if you choose to freeze council tax in 2011-12, we will fund the equivalent of a 2.5% increase in council tax that year for the Spending Review period;
- providing £1 billion of additional funding through the NHS budget to break down the barriers between health and social care, and rolling over £2.4 billion of adult social care grants - including an additional £1 billion by 2014-15 - into formula grant;
- investing £4.5 billion in affordable housing over the next four years. As part of this, we intend to provide £200 million over four years to the Mortgage Rescue Scheme and £100 million for Empty Homes. We will also provide an extra £2 billion for the Decent Homes programme;
- protecting investment in Homelessness Grant, which will remain at current levels;
- protecting the Disabled Facilities Grant, while removing the ring fence to ensure councils can make their own choices about making the most of this money;
- guaranteeing a £200 million capitalisation fund in 2011-12 to support those of you that wish to deliver efficiency savings early through internal restructuring; and
- committing £6.5 billion to Supporting People over the next four years, and giving councils more flexibility to deploy it in line with local needs.

As part of our broader reforms to the welfare system, together we will secure savings in Council Tax Benefit spending and provide a localised approach to the benefit from 2013-14. This will let councils gain from reductions in the cost of Council Tax Benefit in the future, with more detail set out later in the year. The Government wants Welfare Reform to help people who can work get back into work. It is not the Government's intention to interfere with pensioners' entitlements, rather to give councils greater freedom and flexibility.

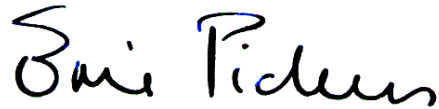
Local innovation

But at the same time, the onus is very much on councils themselves to make the most of this unprecedented freedom and flexibility to focus all efforts and resources on protecting hardworking families, vulnerable people, and frontline services. That must mean:

- fundamentally re-examining every aspect of the way that councils work;
- eliminating all traces of waste by becoming more transparent and improving procurement practice;
- maximising efficiency and productivity, drawing on the lessons of the LGA-led productivity programme;
- sharing departments, officers and back office services between different local authorities; and
- bringing excessive senior pay under control.

The emphasis must be on creativity and innovation. Councils must really put every aspect of service delivery under the microscope, focusing on early intervention and drawing on the significant expertise, reach and resources in the voluntary and community sector.

I have every confidence that, with these new powers, councils who tackle the issues head on will be able to meet the expectations of local residents by protecting frontline services, hardworking families and the most vulnerable.



THE RT HON ERIC PICKLES MP

ANNEX

GRANTS ROLLING INTO FORMULA GRANT

£ million	Baseline	2011-12	2012-13	2013-14	2014-15
<u>Communities and Local Government</u>					
Supporting People	1,636.00	1,625.00	1,620.00	1,620.00	1,590.21
Housing Strategy for Older People	20.00	15.50	13.50	11.50	10.50
Race Equality	0.17	0.03	0.03	0.03	0.03
Economic Assessment Duty	11.03	1.50	1.50	3.00	3.00
Open Source Planning	-	-	-	15.00	20.00
Fire	-	-	-	49.82	50.28
<u>Department for Transport</u>					
Concessionary Travel	223.00	224.00	204.00	208.00	212.00
Other Transport Revenue	112.00	79.00	72.00	80.00	83.00
<u>Department for Environment, Food and Rural Affairs</u>					
Animal Health Enforcement	8.50	4.80	4.00	3.20	2.40
<u>Department for Education</u>					
Total	114.05	109.34	83.17	70.51	66.34
Previously formed from:					
<i>LSC Staff Transfer</i>	<i>51.47</i>	<i>47.44</i>	<i>43.17</i>	<i>38.91</i>	<i>34.64</i>
<i>Services for Children in Care</i>	<i>54.88</i>	<i>58.40</i>	<i>36.50</i>	<i>28.10</i>	<i>28.20</i>
<i>Child Death Review Processes</i>	<i>7.70</i>	<i>3.50</i>	<i>3.50</i>	<i>3.50</i>	<i>3.50</i>
<u>Department of Health</u>					
AIDS Support	25.50	27.70	30.30	33.10	36.20
Preserved Rights	235.40	228.84	221.68	215.11	209.80
On-going Personal Social Services	752.34	767.02	784.43	804.98	826.31
Previously formed from:					
<i>Mental Health</i>	-	-	-	-	-
<i>Child and Adolescent Mental Health Services</i>	-	-	-	-	-
<i>Learning Disability Development Fund</i>	-	-	-	-	-
<i>Mental Capacity Act and Independent Mental Capacity Advocate Service</i>	-	-	-	-	-
<i>Carers</i>	-	-	-	-	-
<i>Adult Social Care Workforce</i>	-	-	-	-	-

£ million	Baseline	2011-12	2012-13	2013-14	2014-15
<i>LINKs</i>	-	-	-	-	-
Re-cycled Personal Social Services (inc. safeguarding and autism)	303.00	318.15	335.75	354.91	373.11
Previously formed from:					
<i>Social Care Reform</i>	-	-	-	-	-
<i>Learning Disability Campus Closure Programme</i>	-	-	-	-	-
<i>Stroke Strategy</i>	-	-	-	-	-
New Personal Social Services Funding	New	530.00	930.00	1,000.00	1,000.00
TOTAL	3,440.99	3,930.87	4,300.36	4,469.16	4,483.18

OTHER CORE REVENUE GRANTS

- Early Intervention Grant
- Public Health Grant (from 2013-14)
- Learning Disabilities
- New Homes Bonus
- Council Tax Freeze Grant
- Housing Benefit and Council Tax Benefit Administration Grant
- PFI Grant
- Dedicated Schools Grant
- Preventing Homelessness

Local authorities will also be able to bid for the £1.4 billion Regional Growth Fund which will provide a mix of revenue and capital funding over 2011-12, 2012-13 and 2013-14. Further information will be published shortly. Arrangements for Pupil Premium Grant are to be determined.

FULL DETAILS OF CLG'S GRANTS TO LOCAL GOVERNMENT

Revenue Grants to Local Government	Baseline	2011-12	2012-13	2013-14	2014-15
	£m	£m	£m	£m	£m
Open Source Planning	4.35	5.00	10.00	0.00	0.00
Fire	36.00	71.58	59.57	0.00	0.00

Preventing Homelessness	70.97	90.00	90.00	89.30	88.00
New Homes Bonus	0.00	196.00	250.00	250.00	250.00
Total	111.32	362.58	409.57	339.30	338.00

Note: The fire funding grant will replace 4 previous fire grants from 2011-12; and the Preventing Homelessness line includes funding for Housing Management.

Capital Grants to Local Government	Baseline	2011-12	2012-13	2013-14	2014-15
	£m	£m	£m	£m	£m
Local Authority Social Housing Grant	212.10	65.00	0.00	0.00	0.00
Disabled Facilities Grant	168.80	180.00	180.00	180.00	185.00
Decent Homes ALMOs	625.41	260.00	352.00	389.00	594.00
Fire Capital Grant	70.82	70.00	70.00	70.00	70.00
Total	1077.14	575.00	602.00	639.00	849.00



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20 October 2010

Dear Colleague

Spending Review – Settlement for Housing

We all knew the settlement was going to be tough – but not reducing the public deficit would be tougher. It would put the country's economic recovery at risk. The Government had to take hard decisions to address the level of debt that was in danger of crippling the UK. If we didn't tackle the deficit, mortgage rates would rise, making housing less affordable. The interest repayments on £1 trillion of debt would also suck money away from frontline services and future investment.

I believe that we have secured a package that will help deliver the homes this country needs over the Spending Review period. Despite the fiscal constraints, the Government is still investing nearly £6.5 billion of taxpayers' money in housing, with £4.5 billion to fund new affordable homes over the Spending Review period. As part of this investment we intend to provide £200m so that the Mortgage Rescue scheme can stay open to support vulnerable homeowners threatened with repossession and £100 million to bring empty homes back into use.

Increasing Supply – the Local Way

Our commitment to increasing housing supply will be delivered by devolving power to local people and stimulating increased private sector investment. In April 2011 we will introduce the New Homes Bonus, a powerful fiscal incentive for local authorities to deliver more homes. We have set aside over £900m of funding and the scheme will match fund the Council Tax on every new home for each of the following six years. Many Local Authorities have the opportunity to benefit substantially from this scheme, which will commence in financial year 2011-12. A consultation on the scheme design will be launched in November 2010.

To support growth we will give Local Authorities the freedom to borrow against tax revenues and will also provide access to a Regional Growth Fund to fund capital projects which could support housing growth and market renewal schemes. By rationalising the current array of standards and regulations, the Government will reduce the cost of development. We will also make better use of surplus public land to support housing and other locally-driven development. The Homes and Communities Agency (HCA) will be a much smaller investment and enabling agency, tasked with working more closely with Local Authorities.

Affordable Housing – Investing and Innovating

Affordable housing will continue to provide valuable support to households who cannot afford to meet their own housing needs in the future. Existing social tenants will retain their security of tenure providing them with a home for life. However, different households have different needs, and not all families will need lifelong subsidy. Local authorities and housing associations need to be given a wider range of options for meeting the challenges different families face. We need a more flexible system of affordable housing – offering stability when it's needed; helping people move for work; and protecting vulnerable households. And given the huge pressures on the public finances, we also need to find ways of making limited public investment go further.

So in future, housing associations will have another option to offer households who need support for a fixed period. We are calling it Affordable Rent. This new tenure will allow greater flexibility, focus state support on those in greatest need for as long as they need it and secure greater value for money for taxpayers. I will be setting out further details on these reforms shortly.

We will invest over £2 billion of capital funding to help towards completing the Decent Homes programme, enough to more than halve the backlog over the spending review period, and reform the Housing Revenue Account. This reform will abolish the current annual centralised subsidy system, and replace it with a locally-run system where councils can keep their rental income and use it locally to maintain homes for current and future tenants.

Absorbing the economic regulatory functions from the Tenant Services Authority (TSA) into the HCA (and thus abolishing the TSA) will also generate additional cost savings and economies of scale. Consumer protection in housing is also going local - tenants will now be able to hold landlords to account with the help of their local MPs and councillors and through panels that they set up and control themselves.

Protecting the Vulnerable

I am proud that the Homelessness grant has been protected with investment of £400 million and that reductions to the Supporting People programme have been minimised, with £6.5bn investment secured over the next four years. This reflects the Government's commitment to tackling homelessness and to protecting the most vulnerable groups in society. We have also protected our capital funding for Disabled Facilities Grants in line with the Coalition's commitment to help elderly people live at home for longer through home adaptations. Local Authorities will have more control over how this money is allocated.

All in all, I believe that the Spending Review provides the conditions for a thriving, fair and sustainable housing sector whilst fulfilling the Government's commitment to reducing the public deficit and decentralising power.

I know the housing sector will step up to the challenges ahead: I will do what I can to help you meet them and that is why I have asked the CLG housing team to work closely with you and your colleagues in the development and delivery of policy in the weeks and months ahead.

Yours



Grant Shapps
Minister for Housing and Local Government



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

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

如果你有需要，我們可以把這份單張翻譯成另一種語言 Chinese

Na życzenie przetłumaczymy niniejszą ulotkę na inny język Polish

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