

# FRAMEWORK FOR GROWTH

PROGRAMME FOR DEVELOPMENT

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## **1. INTRODUCTION**

### **The Haven Gateway Partnership**

- 1.1 The Haven Gateway Partnership was launched in 2001 and brings together the ports of Felixstowe, Harwich, Ipswich, Mistley and their surrounding hinterlands including the regional centres of Colchester and Ipswich. The area includes the southern part of Suffolk Coastal District, the eastern part of Babergh District, Ipswich and Colchester Boroughs and Tendring District in north-east Essex. Collectively it is known as the Haven Gateway.
- 1.2 Based on the Haven Ports' role as generators of economic activity, the Haven Gateway Partnership provides a context within which partners from the private and public sectors can work together to promote economic opportunities and secure the future prosperity of the sub-region. The Partnership, which includes the local authorities, the Ports, the East of England Development Agency and British Telecom, works closely with existing organisations and operates as an unincorporated association. Steps are currently being taken to reinforce the role of the private sector by appointing three new partners to the Partnership Board.
- 1.3 The Partnership strongly supports the growth in housing and employment proposed in the emerging East of England Plan (EEP). Much of the Partnership's work is undertaken through a series of working groups supported in particular by its Associate Partners. The groups cover education and skills, planning and regeneration, marketing and promotion, business development and tourism and culture, all of which are critical to the achievement of balanced and sustainable growth. The groups meet regularly to discuss projects and activities within their areas of expertise and report back to the Partnership Board.

### **The Haven Gateway Sub-Region**

- 1.4 The sub-region itself (Plan P1) is one of the fastest growing areas in the Eastern Region, with a population projected to increase from 611,300 in 2001 to 684,500 in 2021. The ports and the towns of Ipswich and Colchester are the main regional economic drivers and key transport interchanges. Economic growth rates are high but some areas of poorer economic performance and deprivation remain. Regeneration needs and opportunities lie mainly in the towns and on the coast and estuaries.
- 1.5 Improvements to transport, environmental and community infrastructure are required. East-west transport links are relatively poor, public transport needs investment and in the longer term water and sewerage infrastructure will have to be enhanced to meet the demands of a growing population.
- 1.6 The sub-region has environmental assets of national importance, including two Areas of Outstanding Natural Beauty (the Dedham Vale and Suffolk Coasts and Heaths), ecologically rich estuaries and countryside, and rural

settlements, which are rich and varied in character. Conservation and enhancement of these assets should go hand in hand with growth and development.

- 1.7 The Haven Gateway was awarded New Growth Point Status by the Government in 2006 in recognition of its ambitious housing targets set out in the emerging EEP. This Framework and the Programme of Development incorporated within it are intended to meet the requirements of the Department of Communities and Local Government for funding support, by describing the measures needed to deliver that growth in a sustainable way. The Framework includes a housing trajectory showing in detail how and where new housing is expected to come forward over the period to 2021.

## **2. AIMS OF THE FRAMEWORK**

### **2.1. The aims are**

- i) to promote the development of the Haven Gateway as a New Growth Point;
- ii) to demonstrate how port expansion and other employment growth can be integrated with housing growth within the unique estuarine setting of the Gateway;
- iii) to facilitate the delivery of housing and employment growth and infrastructure investment proposed in the EEP and the Regional Economic Strategy;
- iv) to establish a basis for support from central government and other agencies and a mechanism for prioritising bids for investment within the Haven Gateway New Growth Point.





- 2.4. The Haven Gateway Partnership's priorities among these investment projects are also set out within appendices A1-A4, subdivided where possible into three five year periods from 2006. Appendix A5 identifies projects which it is planned to pursue during the period 2008-2011, including those projects for which DCLG funding is sought. The bid projects are also referred to in shaded text boxes within the Framework, making clear their anticipated contribution to delivery. The criteria applied in determining projects to be the subject of bids for funding are set out in matrix form in appendix A5.
- 2.5. Where New Growth Point funding is granted in response to the bids referred to above, Essex County Council will act as the lead authority for payment of the grant. In the event that total grant is less than that bid for, the Haven Gateway Partnership will consider the distribution of that grant having regard to the criteria employed in determining its original priorities and the case for any revision of those criteria.
- 2.6 Appendix A6 sets out the anticipated housing trajectory for the Gateway. Key infrastructure linkages with this trajectory are identified in section 4.

### **3. VISION AND RATIONALE FOR GROWTH IN THE HAVEN GATEWAY**

- 3.1. The vision for the Haven Gateway is established in the draft EEP (as proposed to be modified by the Secretary of State in December 2006). This recognises that the Gateway is one of four areas in the region "whose coherence and the particular nature of the issues and responses justifies sub-area treatment" and includes the "Key Centres for Development and Change" of Colchester and Ipswich.
- 3.2. The EEP goes on to note in paragraph 13.34 that "the sub-region has substantial potential to develop further as a major focus for economic development and growth, which is recognised in its identification by the Government as a New Growth Point."
- 3.3. The EEP then sets out the broad strategy for the sub-region in policy HG1:

### **EEP Policy HG1: Strategy for the sub-region**

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

- develop the diverse economy of the sub-region, including provision for the needs of an expanding tourism sector in both urban and rural areas, support for the establishment and expansion of ICT clusters and recognition of the potential and need for employment growth in the smaller towns;
- support existing and proposed academic, scientific and research institutions;
- regenerate the sub-region to address unemployment, deprivation and social issues;
- provide for major housing growth at the Key Centres of Development and Change of Colchester and Ipswich, with the aim of securing throughout the sub-region the earliest possible move to the rates of delivery required to achieve the provision in policy H1 by 2021; and
- provide for 20,000 net additional dwellings in the Ipswich Policy Area, including at least 15,400 within Ipswich, and around 4,600 on the fringes of Ipswich in Babergh, Mid Suffolk and Suffolk Coastal, the precise distribution determined through a partnership approach involving joint or co-ordinated LDDs.

3.4. As part of the implementation of the strategy the EEP recognises the need for preparation of this Framework. In paragraph 13.40 it notes that the Haven Gateway Partnership is preparing a non-statutory sub-regional strategy "to provide a fuller framework for the preparation of LDDs, other strategies including coastal issues, and co-ordinated implementation."

3.5. Key components of the vision that inform this Framework include:

- i) a focus on ports, with associated transport and logistics industries;
- ii) concentration of development of housing and jobs in Ipswich and Colchester, and surrounding the ports;
- iii) encouraging the development of Colchester and Ipswich as complementary centres of creativity and innovation;
- iv) encouraging high-tech, knowledge-based employment, linked to the University of Essex and the new University for Suffolk Ipswich Campus;
- v) improving the public realm and achieving high quality design in new development;

- vi) reconnecting the towns to their waterfronts;
  - vii) establishing a network of open spaces and green corridors across the sub-region;
  - viii) developing a sustainable, integrated transport system;
  - ix) regenerating areas of high deprivation and providing affordable housing;
  - x) maintaining the Haven Gateway's high environmental values and quality of life.
- 3.6. It is intended that the Gateway should develop a coherent identity through better communication and a strong collective purpose. It should be much more than the sum of its parts.
- 3.7. The cumulative scale of growth across the sub-region should make investment more attractive. The size and diversity of employment will increase opportunities to work within the Gateway for all its residents, reducing the current level of net out-commuting.
- 3.8. The promotion of the Haven Gateway as an entity will mean that every successive high quality new development and piece of additional infrastructure will further raise the profile of the sub-region as a whole.

## 4. KEY THEMES FOR THE FRAMEWORK

### NEW HOUSING

- 4.1. The Framework sets out the proposed scale and distribution of housing growth as required in the EEP, and discusses options for the sequencing and phasing of major housing development areas. It also considers potential constraints to delivery and means of overcoming those constraints. Maximising the use of brownfield land and prioritising the development of such land over greenfield sites in meeting future housing needs are key objectives of the Haven Gateway Partners.

**Framework Statement 1: The Haven Gateway Partners will manage housing growth and associated development with a view to promoting sustainable, mixed communities and high quality places. They will encourage good design and the use of sustainable construction methods to produce balanced patterns of development involving new housing, employment, community infrastructure and transport.**

- 4.2. The EEP indicates that the broad distribution of new housing between 2001 and 2021 and beyond should be as set out in Table 1 below. Housing trajectory diagrams demonstrating the way in which this growth is planned to

be delivered are included below, with supporting tabulations at appendix A6. The main features of the distributional strategy being pursued through Local Plans and Local Development Frameworks are illustrated on Plan P2.

**Table 1: Housing Growth in the Haven Gateway 2001-2021 and beyond**

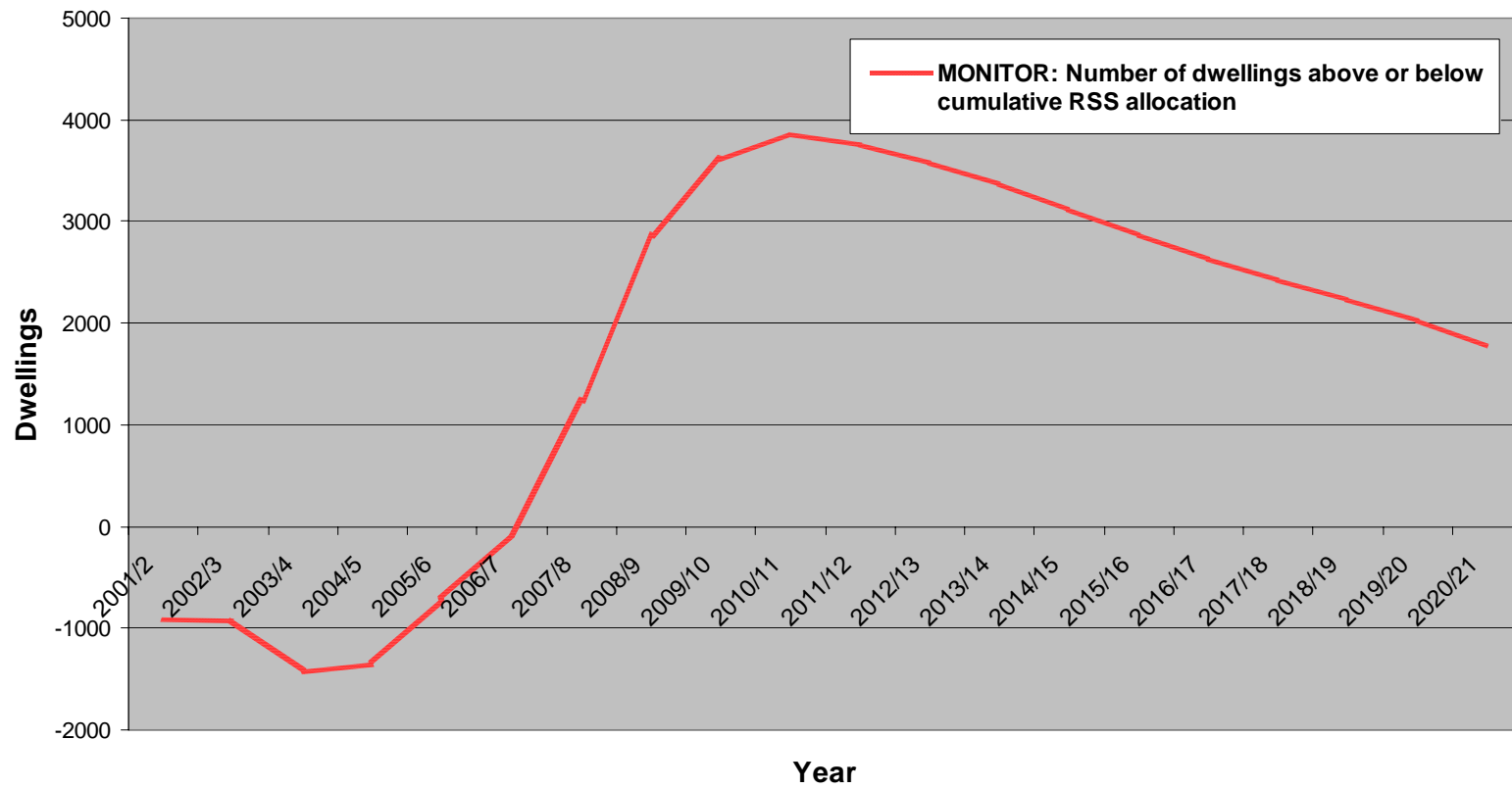
District:	Net Additional Dwellings (annual average rates in brackets):				
	Whole Districts				Within HG
	2001-21	2001-2006	2006-2021	Post -21	2001-2021
Babergh	5,600	1,340 (270)	4,260 (280)	(280)	600 in IPA
Colchester	17,100	4,630 (930)	12,470 (830)	(830)	17,100
Ipswich	15,400	2,880 (580)	12,520 (830)	(830)	15,400 in IPA
Mid Suffolk	8,300	1,900 (380)	6,400 (430)	(430)	800 in IPA
Suffolk Coastal	10,200	2,560 (510)	7,640 (510)	(510)	3,200 in IPA
Tendring	8,500	2,110 (420)	6,390 (430)	(430)	8,500
<b>Total</b>	<b>65,100</b>	<b>15,420 (3,080)</b>	<b>49,680 (3,310)</b>	<b>(3,310)</b>	

Notes:

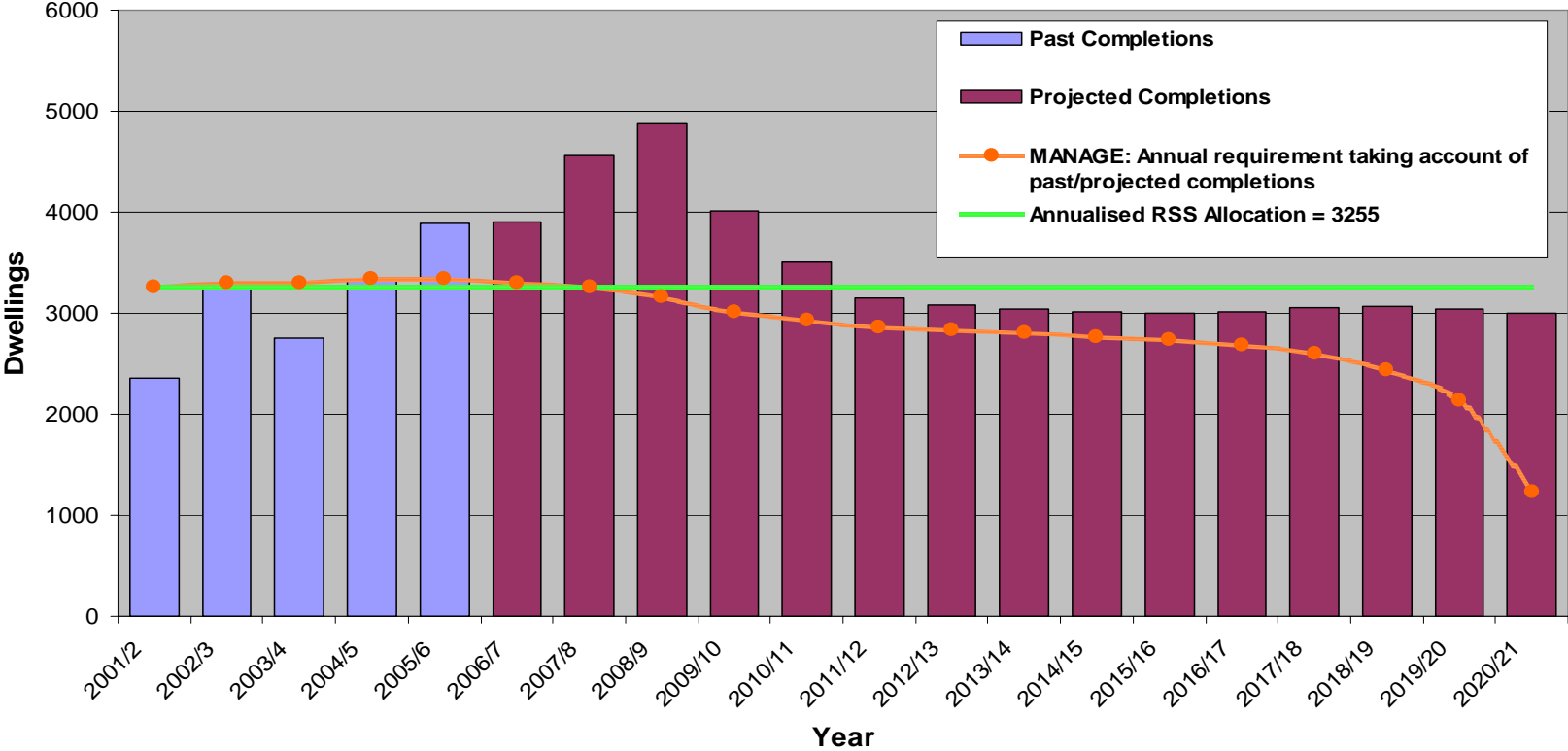
- i. *The draft Plan included all of Ipswich Borough and parts of three adjoining Suffolk Districts in the Haven Gateway Sub Region. The EiP Panel concluded that the sub region should generally comprise whole Districts, and gave no guidance on the scale of housing provision below District level, other than for the Ipswich Policy Area (IPA). The Government has endorsed that view in its proposed changes.*
- ii. *The Government also proposes the extrapolation of the 2006-2021 building rate beyond 2021 in the proposed changes.*

- 4.3 The EEP indicates that development should continue to be concentrated at the larger towns of Ipswich, Colchester, Felixstowe, Harwich and Clacton, together with provision in rural areas sufficient to support local social and economic requirements.
- 4.4 With the exception of the Babergh District and Mid Suffolk District parts of the Haven Gateway up to 2021, additional land is likely to be required in all local authority areas over and above the capacity of already identified sites to deliver the scale of housing growth set out in table 1.
- 4.5 Specific development areas with local authority support which could each deliver over 250 dwellings with an indication of their associated infrastructure requirements are listed in appendix A1. Other sites are likely to emerge and gain support as LDFs are progressed towards adoption.

## Haven Gateway Housing Trajectory 2001-2021

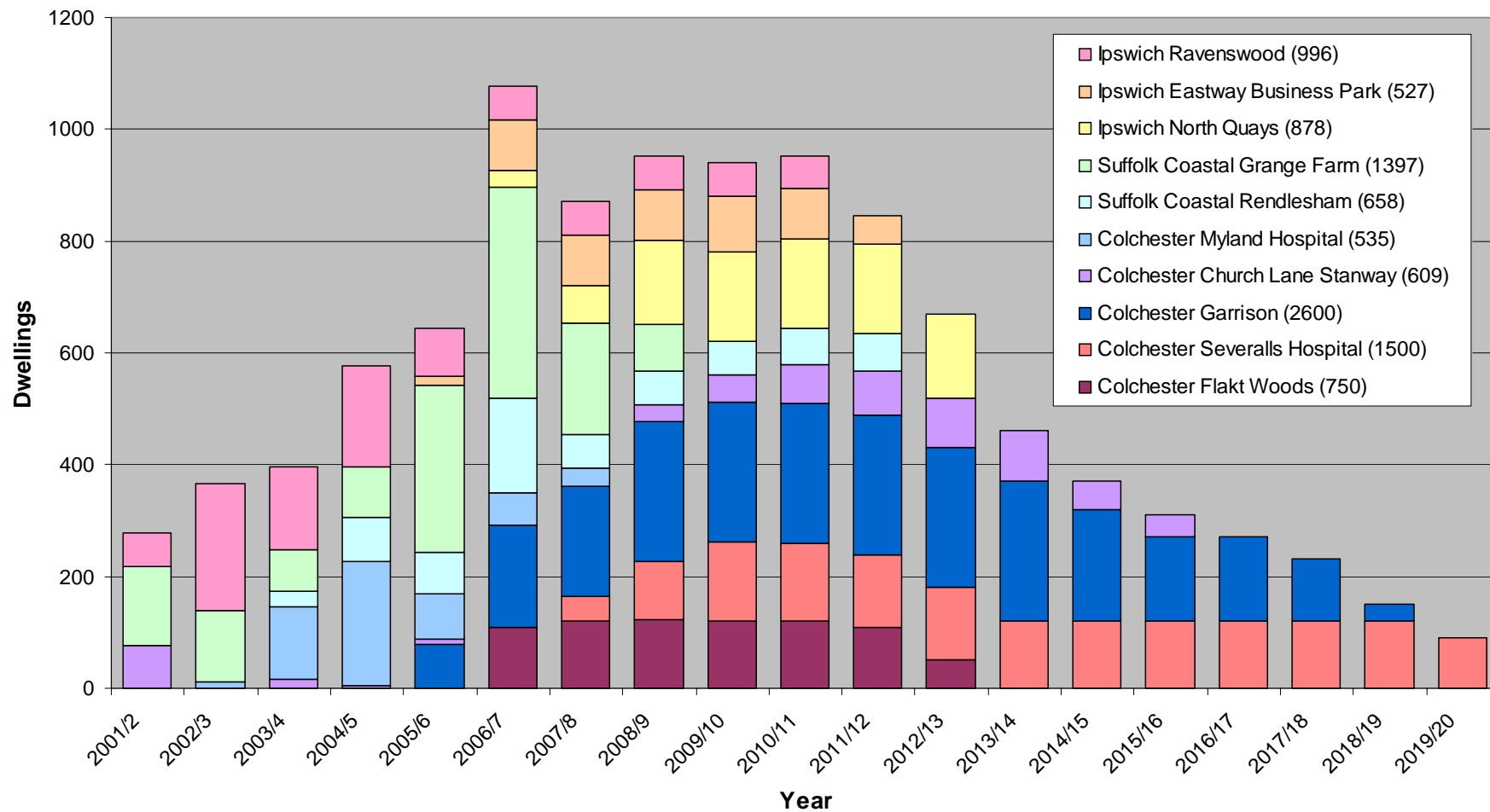


# Haven Gateway Housing Trajectory 2001-2021

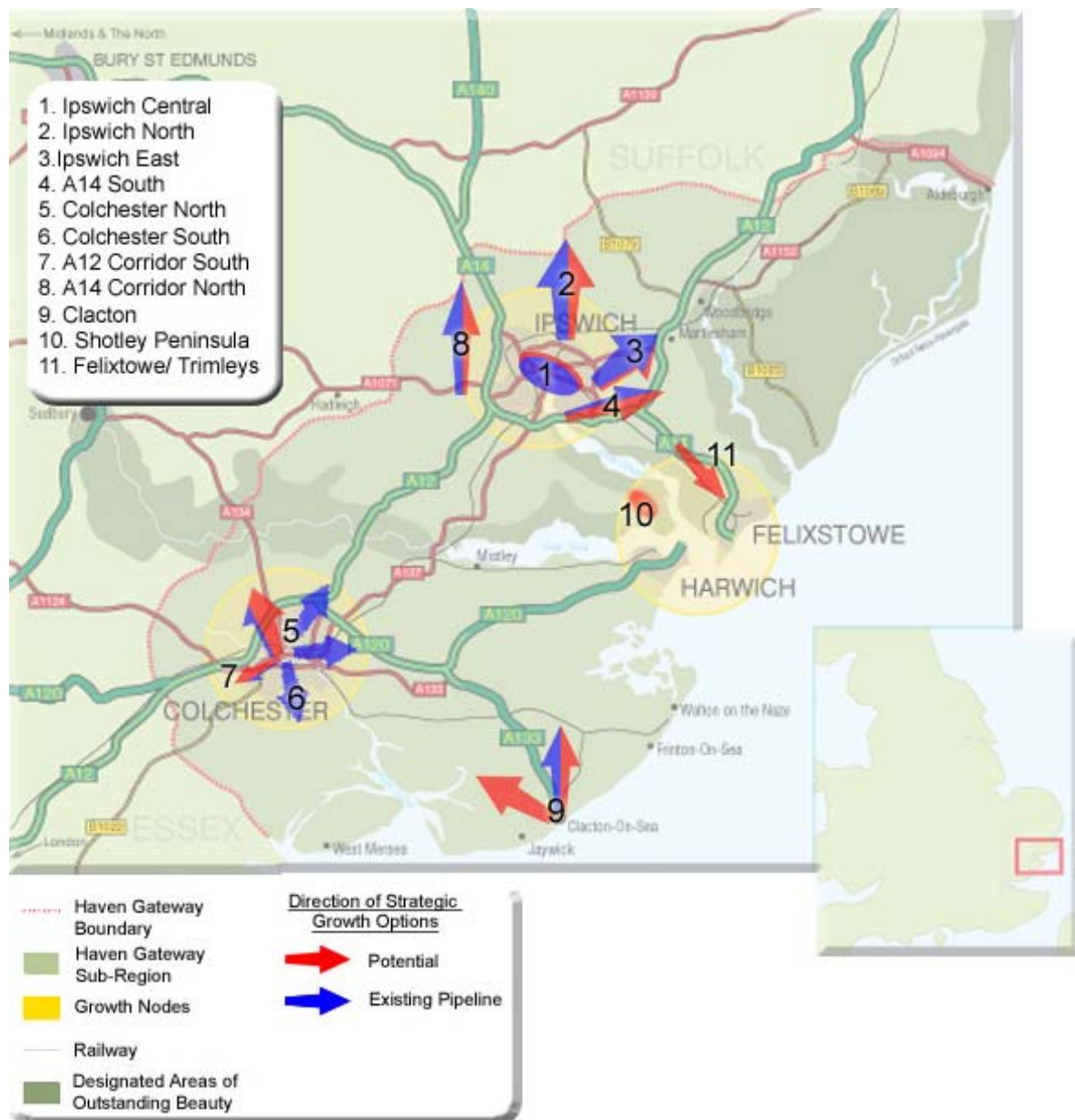


## Haven Gateway Housing Trajectory 2001-2021

### Sites Delivering >500 Houses







## Plan P2 Strategic Housing Growth in the Haven Gateway

***Key Issues: Where should new greenfield housing development be located in the districts of Ipswich Borough, Suffolk Coastal District, Colchester Borough, and Tendring District up to 2021, and what should be its relationship with major areas of potential employment growth? What transport investment is required to support this development, including on radial routes within the built up areas of Colchester and Ipswich?***

#### **Ipswich Policy Area**

- 4.6 The Suffolk Structure Plan 2001 identified land on the northern fringe of Ipswich, within Ipswich Borough, as an appropriate location for approximately 1,500 new dwellings in the IPA. In the course of preparatory work on the Structure Plan, other potential development areas within the Borough and Suffolk Coastal District were considered. These various development options will need to be reviewed again in the course of LDF preparation, having regard to the guidance the EEP on the distribution of new housing set out in table 1 above.
- 4.7 Significant areas of potential employment growth to the east of Ipswich over the lifetime of the EEP include Adastral Park at Martlesham (within the IPA) and the Port of Felixstowe. Both of these areas are expected to undergo a significant reconfiguration during the early years of the EEP, the latter involving redevelopment and a substantial increase in throughput at the Landguard Terminal. Adastral Park is well related to housing currently being built out and to potential new housing areas in the Suffolk Coastal District part of the IPA referred to in appendix A1.

**Framework Statement 2: The Babergh, Ipswich, Mid Suffolk and Suffolk Coastal LDDs will identify specific new housing sites to meet the requirements of the East of England Plan, including the appropriate location of any new housing required to support employment growth at Felixstowe Port.**

#### **Priority Investment Projects for 2008-2011 (from appendix A5)**

- Masterplanning for major greenfield releases east of Ipswich (potentially part of a combined masterplanning/feasibility study revenue bid)

- 4.8 The housing and employment growth described above, and in particular the anticipated growth in throughput at Felixstowe Port, would be likely to have significant implications for traffic volumes on the A14 Trunk Road, the A12 Ipswich Eastern Bypass, and radial routes serving the east of Ipswich. This would be the case notwithstanding efforts to achieve the best possible relationship between development and supporting services and a degree of

modal shift in meeting transport needs. Measures will be required to address problems arising from increased demand for travel in this area.

**Framework Statement 3: Suffolk County Council in association with the Highways Agency and Ipswich Borough and Suffolk Coastal District Councils will give further consideration to transport investment needs in east Ipswich. Suffolk County Council will pursue and seek to implement necessary measures through the Local Transport Plan and Local Transport Action Plan processes and in association with potential developers of major sites in the area.**

### **Colchester and Tendring**

- 4.9 The EEP focusses regional strategic housing growth on the town of Colchester. Urban capacity studies are being undertaken in Colchester to determine the amount of new housing that could be delivered from brownfield land situated within the town. Earlier stages of LDF preparation have indicated that if greenfield land release is necessary then potential alternative options exist on the north-west and south sides of the town. Any release of greenfield sites would probably need to be phased post 2016 and beyond, thus enabling most pre-2021 activity to be focussed predominantly on the regeneration and re-use of the substantial brownfield land bank within the town.
- 4.10 The release of new housing at Colchester, whether brownfield or greenfield, will need to be carefully integrated and coordinated with job growth on the town's employment sites, the pattern of primary and secondary school provision and transport measures and significant infrastructure improvements, to promote a more sustainable pattern of travel within the town.
- 4.11 New housing provision in Tendring up to 2011 is being progressed in accordance with the spatial strategy set out in the Adopted Essex Structure Plan (2001) and the Replacement Tendring Local Plan currently being finalised. Housing growth is being predominantly focussed on existing commitments, re-using brownfield land within the main settlements, and a new greenfield urban extension at north-west Clacton. This urban extension reflects Clacton's larger size and range of facilities, greater level of general housing demand, and need for affordable housing. In the post-2011 period, LDDs will need to explore a wider range of possible spatial policy options to reflect changes in economic structure and geography.

**Framework Statement 4: The Colchester and Tendring Local Development Frameworks will identify specific new housing sites to meet the requirements of the East of England Plan.**

**Priority Investment Projects for 2008-2011 (from appendix A5)**

LDF masterplanning for two greenfield land releases, Colchester (potentially part of a combined masterplanning/feasibility study revenue bid)

***Key Issue: How can the maximum potential of identified brownfield sites within Ipswich, Colchester, Clacton and Harwich be realised before further major greenfield sites are committed in Suffolk Coastal and Tendring Districts?***

**Ipswich Policy Area**

- 4.12 A high proportion of the 15,400 new dwellings proposed for Ipswich Borough are expected to be developed on brownfield land, many in the strategically significant Waterfront area (see appendix A1). Conversely the majority of housing development in the IPA part of Suffolk Coastal District will need to take place on greenfield sites, given the limited brownfield potential there.
- 4.13 Although its component areas are the subject of specific provision in the EEP, the IPA as a whole forms part of a single housing market. Within this area, the release of housing land will be influenced by the following factors:
- i) application of the sequential approach of PPS3, which would require the realisation of brownfield potential (a significant proportion of which is in Ipswich Borough) before nearby greenfield sites are released;
  - ii) the need to avoid early release of greenfield land if it would militate against the development of potentially more difficult and less profitable strategic brownfield sites in the urban area;
  - iii) the need to plan and phase the release of housing land across the housing market area so as to take account of market considerations and to provide for a degree of choice;
  - iv) the results of a strategic housing market assessment.

**Framework Statement 5: Ipswich Borough Council and Suffolk Coastal District Council will liaise closely in the course of LDF preparation to ensure appropriate phasing of their respective housing allocations.**

**Priority Investment Projects for 2008-2011 (from appendix A5)**

- Relocation of existing uses including swimming pool and redevelopment of land at Crown Street.
- Ipswich Quay Walls ownership and condition study (potentially part of a combined masterplanning/feasibility study revenue bid).
- Ipswich Turret Lane/Merchants Quarter study

**Colchester and Tendring**

- 4.14 In Colchester the majority of housing growth up to 2021 will be focussed on the regeneration and re-use of the substantial brownfield land bank within the town. In Tendring there will also be a continuing need up to 2021 to re-use brownfield land in Clacton and Harwich, which are identified as Priority Areas for Regeneration in the EEP. Any greenfield housing allocations will need to be carefully located, planned and phased so as not to prejudice this regeneration activity which is subject to significant funding and intervention.

**Framework Statement 6: Colchester Borough Council and Tendring District Council will liaise closely in the course of LDF preparation to ensure appropriate coordination of their respective greenfield housing allocations so that regeneration priorities can be fully achieved.**

**Priority Investment Projects for 2008-2011 (from appendix A5)**

- Harwich Masterplan phases 1 and 2

***Key Issue: The implications of major housing development for secondary education provision in Colchester and Ipswich***

- 4.15 The very substantial increase in housing stock proposed for both Colchester and Ipswich Borough over the lifetime of the EEP is expected to generate demand for secondary school places for the 11-16 age-group at least equivalent to the provision of a new five form entry secondary school to serve each town. No decision has yet been taken on the need, principle, timing or location of a new school for either town. However, it is anticipated that measures would be put in place to ensure that the provision of new schools would be supported financially by new housing development. Similar demand might occur elsewhere in the Haven Gateway if new housing development were to take place on a large scale.
- 4.16 Suffolk County Council as local education authority together with District Councils and other stakeholders are promoting the development of a new Sixth Form Centre on land at Scrivener Drive, on the western fringe of Ipswich within Babergh District (see Appendix A3). This facility will enhance provision

within a wide a sweep of the Haven Gateway on the western side of Ipswich, in line with policy HG1 of the EEP.

***Key Issue: How should future needs for affordable housing in the Haven Gateway be met?***

- 4.17 The EEP's aspirational target is for 35% of all planning permissions granted in the region after 2006 to be for affordable housing. The EEP no longer sets targets for particular types of affordable housing supply.

**Framework Statement 7: District and Borough Councils will consider the case for local affordable housing targets in preparing their LDFs, informed by PPS3 guidance and housing market assessments, and will identify such targets as appropriate. Local authorities in the Ipswich Policy Area have already jointly commissioned a Strategic Housing Market Assessment for that area. Other local authorities within the Haven Gateway will co-operate as necessary, in particular to facilitate the achievement of affordable housing targets.**

- 4.18 The Greater Haven Gateway Housing Sub Region (GHG), one of the 9 EERA endorsed housing sub-regions, comprises the whole area of the District Councils represented in the Haven Gateway, plus Braintree and Maldon. It will be delivering the third highest level of regional housing growth (75,200 homes) and on the basis of the 35% affordable housing target established in the EEP expects to deliver 1,316 affordable homes per annum. This compares with average annual delivery over the past two years of 470.
- 4.19 As a “pressured sub-region”<sup>1</sup> the key affordable housing issues which characterise the area are:
- i) a significant backlog of unmet need and high levels of newly arising need across the sub region: a net need of 4,024 homes p.a. as evidenced by housing studies. While this level of provision is not achievable it underlines the need to ensure maximum delivery;
  - ii) rural areas facing intense affordable housing need, reflecting pressure on local markets from commuters, second homes and tourism;
  - iii) “hotspots” where house price / income differentials are amongst the highest in the Region.
- 4.20 The sub-region has been successful in delivering affordable housing and often does so without grant, helping to drive down average grant rates. However the increasing difficulty in doing so should be recognised by the Housing

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<sup>1</sup> Eastern Region Affordable Housing Study 2003. “Pressured” sub-regions are those experiencing high housing demand, characterised by a thriving economy, high average incomes, high house prices and strong links with London.

Corporation (and in due course, the New Homes Agency). Higher build costs are inevitable, with much of the future development programme on brown-field sites, many with high remediation costs, and on small rural sites. At the same time Housing Corporation scheme and eco-home standards continue to rise. The pressure to balance significant apartment development in some parts of the sub-region with more family houses and to increase the proportion of rented homes will require increased grant if overall target numbers are to be achieved.

- 4.21 Increased Housing Corporation Grant will be necessary or the number of affordable homes delivered may well fall, rather than move towards the increased EEP target of 1,316 homes per year. For the two years 2006-08, the sub-region was allocated £30.4 million (£15.2 million per year) to deliver 939 affordable homes. For the three year programme 2008-2011 the sub-region will be seeking at least £67 million (£22.3 million per year, a 30% increase) to deliver 2,156 homes (719 per year). Based on previous experience, £126m would be needed over the three years to deliver the 1,316 homes per year envisaged in the EEP.
- 4.22 There is also some concern that the Olympics 2012 will draw away skills and capacity from the local housing construction industry over the next 4-5 years, impacting on delivery and costs.
- 4.23 The necessary increase in the scale and rate of affordable housing delivery requires commitment and action on the part of not only the sub-regional partners but other key players including EERA and the Housing Corporation.

## **EMPLOYMENT AND ECONOMIC DEVELOPMENT**

- 4.24 The Framework notes the scale and distribution of employment growth at local authority level and considers options for the sequencing and phasing of strategic employment sites required to assist the delivery of that growth. It also seeks to promote in particular the development of the IT, knowledge, marine, logistics and creative sectors.
- 4.25 In the EEP the Haven Gateway sub-region has a challenging employment target to provide not less than 50,000 additional jobs between 2001 and 2021. At least 12,500 additional jobs will need to be delivered during this period above a “business-as-usual forecast” of 37,500. The spatial distribution of the growth of 50,000 jobs proposed in the EEP is shown in table 2.

**Table 2: Distribution of employment growth 2001-2021**

<b>Whole Districts:</b>	<b>Net additional jobs 2001-2021:</b>
Babergh, Ipswich and Suffolk Coastal	30,000
Colchester and Tendring	20,000

- 4.26 The 50,000 net additional jobs would broadly align with the projected increase in working age population between 2001 and 2021. However the demographic and age structures of the resident population are projected to

change substantially up to 2021, influencing the nature of the local labour supply. A key feature is an ageing population with falling proportions at all ages of 44 years or younger and rising proportions of all age groups of 44 years and older.

- 4.27 The sub-region's employment base is also expected to change by 2021, with the greatest growth in business services, health and education, retail, transport and communications, hotel and catering, distribution and banking and insurance. Declines are expected in manufacturing, agriculture and public administration and defence.
- 4.28 Reconfiguration of the Landguard Terminal at Felixstowe Port is expected to be completed by about 2014, and the Bathside Bay Container Terminal development at Harwich by about 2015. Bathside Bay would provide about 1,300 new jobs in direct and associated port employment, plus further related job increases across the Gateway area. It would create a new economic driver to assist in the regeneration of Harwich and Clacton (both identified as priority areas for regeneration in the EEP) and a market catalyst for attracting new incoming economic investment into the district. The increased port throughput would necessitate significant transport improvements to the A120 route (between Hare Green and Harwich) which would be expected to be funded in part by the promoters of port expansion.
- 4.29 In order to meet the employment target set by the EEP, intervention will be required to facilitate growth and minimise the decline in contracting sectors. Key features of the proposed approach are set out in Framework Statement 8.

<b>Framework Statement 8</b>		



Key Economic Drivers	Likely Land-Use Sectors	Possible Spatial Locations
1. Support the operation and appropriate expansion of the ports and maritime and related activities, recognising the role they play in making the sub-region a major economic growth point.	<p>Increases in direct 'on-site' port employment and associated port employment (i.e. regulatory, road haulage, vehicle repairs, logistics, warehousing &amp; storage, transshipment, freight forwarding etc.).</p> <p>Firms supplying port operations within Haven Gateway.</p>	<p>Within the operational areas of the ports and on business parks well related to them in terms of physical proximity or access along the strategic road and rail network.</p> <p>Other multiplier effects to be accommodated on employment land/premises in main towns close to the ports.</p>
2. Promotion of Colchester and Ipswich as major regional employment centres in the East of England.	<p>Business employment and services, ICT, high-tech, knowledge based sectors, research institutions, creative industries.</p> <p>Regional retail centres with town centre uses.</p> <p>Key centres for the expansion of higher education and primary health care.</p> <p>Arts, culture, sport, and entertainment facilities.</p> <p>Tourism, hotels, catering and conference centres.</p> <p>Regional transport nodes and distribution centres.</p>	<p>Town centres for retail, office, and other town centre uses defined by PPS6. Quality business parks and premises.</p> <p>University and hospital campuses.</p> <p>Arts, cultural, sports and entertainment quarters.</p> <p>Transport interchanges particularly passenger transport nodes.</p>

#### Framework Statement 8 (continued)

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Key Economic Drivers	Key Economic Drivers	Key Economic Drivers
3. Developing regionally strategic employment sites at Colchester, Ipswich, Harwich and Clacton.	Colchester and Ipswich as above.  Harwich port-related development.	Quality business parks and premises.
4. Providing for the needs of an expanding tourism and leisure industry sector in urban, rural, and coastal resort areas in a sustainable way	Heritage and cultural assets of Colchester, Ipswich, and smaller towns.  Traditional coastal resorts (Clacton, Frinton, Walton, Harwich, and Felixstowe).  Coastal and countryside settings.	Provision in urban, rural, and coastal resort areas in a sustainable way
5. Regeneration of Priority Areas for Regeneration	All land-use sectors but focussing on economic and social opportunities within parts of Ipswich, Colchester, Felixstowe, Harwich and Clacton.	Comprehensive programme of economic, social and environmental initiatives delivered through neighbourhood management and renewal.
6. Support for the growth and development of Small and Medium Sized Enterprises (SMEs) and micro-businesses across the sub-region.	All land-use sectors.	Town centres, district centres, business parks and premises, home working.

***Key Issue: What are the options for the location of major employment sites within the Gateway? How do these relate to major housing allocations and what are their infrastructure implications?***

- 4.30 The draft EEP specifies that regionally strategic employment sites should be provided at Ipswich, Felixstowe, Colchester and Harwich. The sub-regional

employment analysis undertaken by DTZ (DTZ, 2005) suggested that land in the following locations best matched the draft Plan's criteria for strategic employment sites, and recommended that allocations be made at:

a) Martlesham Heath High Technology Cluster, Suffolk Coastal

Existing high technology development at Adastral Park is well related to major existing and proposed housing development in the Ipswich eastern fringe. Proposals for the development of Suffolk Innovation Park in this location are currently being progressed, in association with a remodelling of the existing Adastral Park. In the longer term, transport measures are likely to be required to address capacity issues on the A12 Ipswich eastern bypass and Ipswich radial routes both within and outside the town, arising from further development in this area.

b) Bathside Bay, Harwich

Apart from the development of a new logistics and distribution facility within the new Container Terminal, provision is being made for port-related development on business parks in Harwich (at Station Road and Pond Hall Farm, Parkeston) with good access to the A120 corridor. There are other proposals being considered along this corridor related to the Replacement Local Plan which is currently being finalised.

c) Felixstowe Port Development, Suffolk Coastal

Committed housing land in Felixstowe and the Trimley villages is unlikely to meet the housing need generated by projected increases in employment at Felixstowe Port and on associated land at Blofield Park. The issue of how such needs should be met will be addressed in the Suffolk Coastal LDDs. A number of measures to address the transport impacts of port development will be funded by the Port under the terms of the related s106 agreement, including junction improvements on the A14 Trunk Road and capacity improvements on the national and local rail network.

d) Cuckoo Farm, Colchester

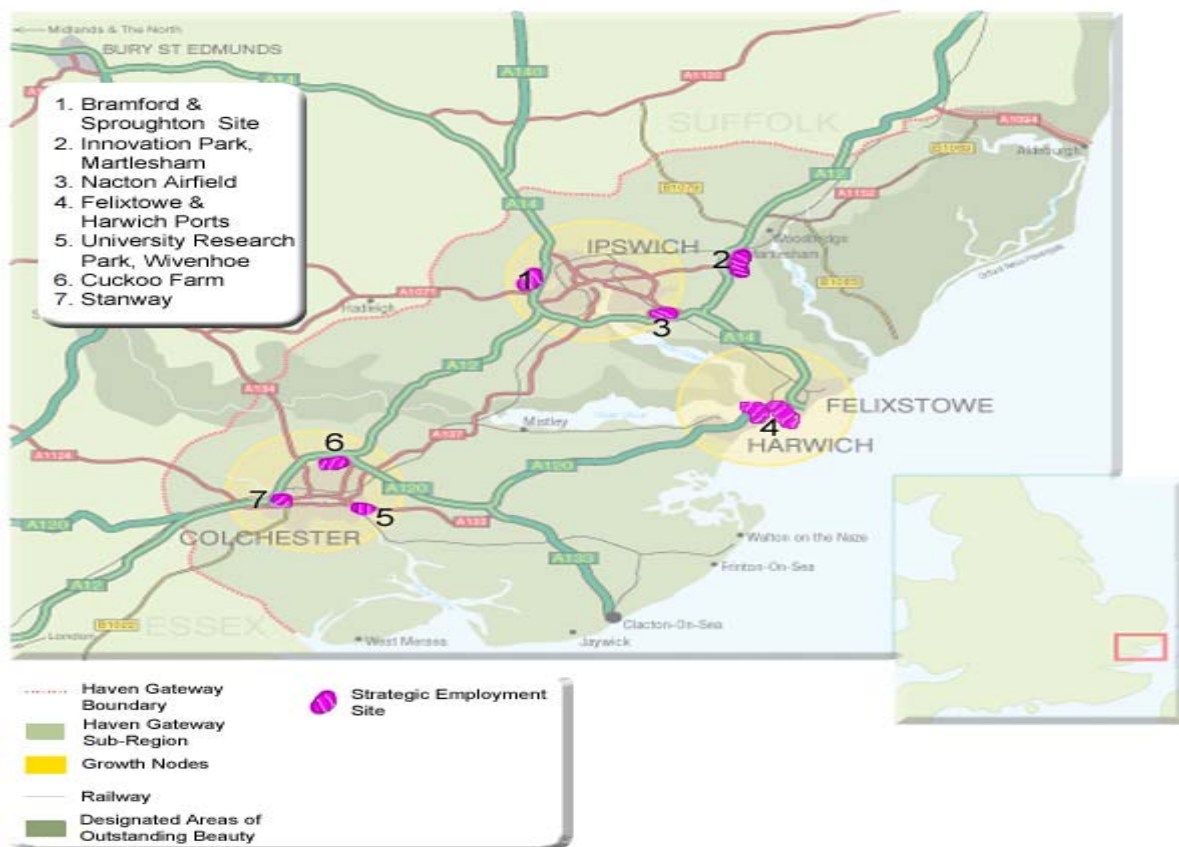
This major site in North Colchester is identified in the Adopted Local Plan and will be released once a new A12 junction is constructed and other highway and transport improvements have been completed. The site is well related to strategic and local transport routes, and to new housing areas being provided in this part of the town.

**Framework Statement 9: Further consideration will be given to strategic employment site requirements throughout the Haven Gateway area during LDF preparation having regard to the provisions of the East of England Plan.**

#### Priority Investment Projects 2008-2011 (from appendix A5)

- Industrial land, Brantham: Feasibility study of potential alternative uses. (potentially part of a masterplanning /feasibility study revenue bid.)
- Essex University Business Incubation Centre.

4.31 The locations referred to in paragraph 4.30 are identified on Plan P3. These and other employment development areas with local authority support and considered particularly significant for delivery of balanced housing and employment growth in the sub region are listed in appendix A2. An indication is given of the infrastructure expected to be required to bring those sites forward. Other sites are likely to emerge and gain support as LDFs are progressed towards adoption.



Plan P3 Strategic Employment Sites in the Haven Gateway

***Key Issue: What guidance on employment land can be given for the wider Ipswich area, in terms of the role of each local authority? What additional large high quality sites might be required in the Ipswich area? What might be the implications for existing lesser quality allocations?***

- 4.32 In addressing this issue, the starting point is the sub-regional employment analysis undertaken by DTZ (DTZ, 2005), which noted in paragraph 5.17 that “although there is clearly no need for overall increases in the supply of employment land [within the Haven Gateway], the identification of new allocations that could add value to the existing supply, either in terms of meeting economic development priorities or in contributing to the development of new sustainable mixed-use communities, is an important consideration.”

**Framework Statement 10: The local authorities will consider whether further studies should be commissioned to address the provision of employment land in the Ipswich Policy Area, including the future requirement for strategic employment sites in and around Ipswich, and the sequence and phasing of release of any such sites. The authorities will also consider what needs to be done to promote and bring forward existing allocations, including the scope for improving the attractiveness of those sites to potential developers. In this context they will have particular regard to the requirements of port-related development, as highlighted in policy E3 of the East of England Plan.**

**Priority Investment Projects 2008-2011 (from appendix A5)**

- Former Sugar Beet Factory, Sproughton Road, Ipswich: Site preparation.

## **REGENERATION**

- 4.33 The Framework seeks to identify the different types of regeneration interventions necessary to bring forward brownfield land, target areas of deprivation and promote social inclusion.
- 4.34 One beneficial effect of growth which should be secured is the regeneration of the under-performing parts of the sub-region. A long term strategic framework is required to help create the necessary economic, social and environmental conditions for this purpose.
- 4.35 Regeneration efforts already underway are building on the physical and economic strengths of the resident communities, such as the historic architecture and open spaces of Colchester, the waterfront setting of Ipswich, the ports and the estuaries. These should continue, contributing to the image of the sub-region as a good place to live and to work.
- 4.36 Deprivation is not widespread across the sub-region. Suffolk is ranked 114 and Essex 121 out of the 149 counties and unitary authorities in England on an average score of deprivation, within the least deprived quartile of all counties in England. However, within the sub-region there are concentrations of deprivation. The most marked are within the Clacton-Harwich-Walton Priority Area of Economic Regeneration, within the centres of Ipswich and East Colchester, in south and south-west Felixstowe, and on some of the council housing estates of the main towns.
- 4.37 Felixstowe Port is the largest container Port in the UK and the fifth largest in Europe. It dominates the town's economy and use of land. Although the signs are that the Port will continue to be successful it is a very dynamic business

operation controlled by global markets and technological change. It is not good for the economy of a town to be so reliant on one activity. This is compounded by the fact that the main alternative activity, tourism, is in decline.

- 4.38 The strategy for Felixstowe should be one of positive intervention in order to address the following negative trends:
- i) population imbalance, with a trend towards an ageing profile;
  - ii) a low supply of housing that is not meeting demand;
  - iii) areas of social deprivation;
  - iv) limited economic diversity;
  - v) local services and facilities under threat;
  - vi) a declining leisure industry.
- 4.39 A long term strategy for the future growth of the town has been completed by David Lock Associates and this will provide an input into the district council's local development framework. A further masterplanning exercise for the seafront and town centre, supported by local partnership working, is also underway and expected to be completed by the end of 2007. This will contain an action plan aimed at addressing some of the negative trends, with a need for the necessary investment.

***Key Issue: What interventions and projects might impact most effectively on deprived areas?***

- 4.40 These are expected to vary in nature, depending on the needs of the areas involved. Some will be based primarily on physical redevelopment. Others are likely to require multi-agency action by providing adult and community services or dealing with local authority housing functions.
- 4.41 The Haven Gateway Regeneration Study (Royal Haskoning 2005) provides a starting point. Royal Haskoning identified 28 physical regeneration projects within the sub-region, taking into account opportunities for and constraints on development, market and policy drivers and the potential contribution of projects towards the achievement of Haven Gateway stakeholder objectives. The identified schemes ranged from the development of individual greenfield sites, to masterplans for rural towns such as Clacton-on-Sea, and the large mixed-use urban schemes which make up the "IP-One" regeneration strategy for Ipswich.
- 4.42 In subsequent stages of work, Royal Haskoning evaluated the identified projects against a range of development and sustainability criteria. The former included the contribution a scheme might make to delivery of housing, affordable housing or employment targets in the Regional Spatial Strategy, the provision of necessary improvements to transport infrastructure, the ability to access funding streams, and the scale and nature of any risks to delivery. The latter criteria included potential contributions in areas such as the take-up of brownfield land, environmental enhancement and the meeting of needs as measured by the Index of Multiple Deprivation.

4.43 Evaluation of projects against the criteria enabled Royal Haskoning to identify the following high priority "catalytic" projects which might be delivered in the short term, i.e. the period 2005-2010. These were seen as "quick-wins" which could help maintain the momentum of growth in the Gateway:

- Former HMS Ganges site (Babergh DC)
- Former Paxmans Factory (Colchester BC)
- Harwich Foot Ferry (Babergh, Tendring and Suffolk Coastal DCs)
- IP-One Waterfront: Cultural and Community Facilities (Ipswich BC)
- IP-One: Town Centre and Mint Quarter (Ipswich BC)
- Suffolk Innovation Park (Suffolk Coastal DC)
- Felixstowe Port: Landguard Terminal Redevelopment (Suffolk Coastal DC)

4.44 The short to medium term projects (2008-15) which performed best in the Royal Haskoning evaluation included Colchester Garrison, East Colchester and IP-One Wet Dock Island. In the medium term (2010-15), the IP-One schemes (Education Quarter Student Accommodation, Town Centre and Mint Quarter, Westgate Quarter, and the Waterfront Flood defences and Residential/Commercial area performed best in the analyses. Among the long term projects (2016-20), the Bathside Bay development at Harwich scored most highly in the evaluation.

**Framework Statement 11: A number of schemes referred to in paragraphs 4.40 - 4.41 are identified in appendices A1-A4 as significant in supporting the Haven Gateway growth agenda. District Councils will consider the need for specific land allocations to support these projects in the course of preparing their Local Development Frameworks.**

**Priority Investment Projects for 2008 - 2011 (from appendix A5)**  
King Edward Quay East Colchester: Phase 2 completion

## **TRANSPORT**

4.45 The Framework seeks to identify the transport infrastructure needed to deliver integrated housing and employment growth, thereby also informing the regional transport scheme prioritisation process.

4.46 Transport is essential to support housing, economic growth and regeneration across the Haven Gateway. Congestion is already experienced on much of the sub-region's road network, which includes the Trans European Network roads of the A12, A120 and A14. In addition, future rail capacity, particularly for freight, is a significant concern. The Regional Transport Strategy, set within the EEP, expects the following outcomes to be achieved:



- i) improved journey reliability;
- ii) an increased proportion of the region's movements undertaken by public transport, walking and cycling;
- iii) sustainable access to areas of new development and regeneration;
- iv) safe, efficient and sustainable movement between homes and workplaces, education, town centres, health provision and other key destinations;
- v) reduced greenhouse gas emissions.

***Key issues at the strategic level:***

- i) managing capacity and congestion problems on the strategic road network;***
- ii) increasing the proportion of freight carried by rail to and from the ports of Felixstowe, Harwich and Ipswich;***
- iii) improving rail passenger services.***

***Key issues at the local level:***

- i) achieving a modal shift to walking, cycling and public transport, especially in the urban areas of Colchester and Ipswich;***
- ii) ensuring that new housing and employment sites are well related to each other, to relevant services and to sustainable transport networks;***
- iii) minimising the impact on sub-regional and local road networks of freight movements, especially to and from the ports.***

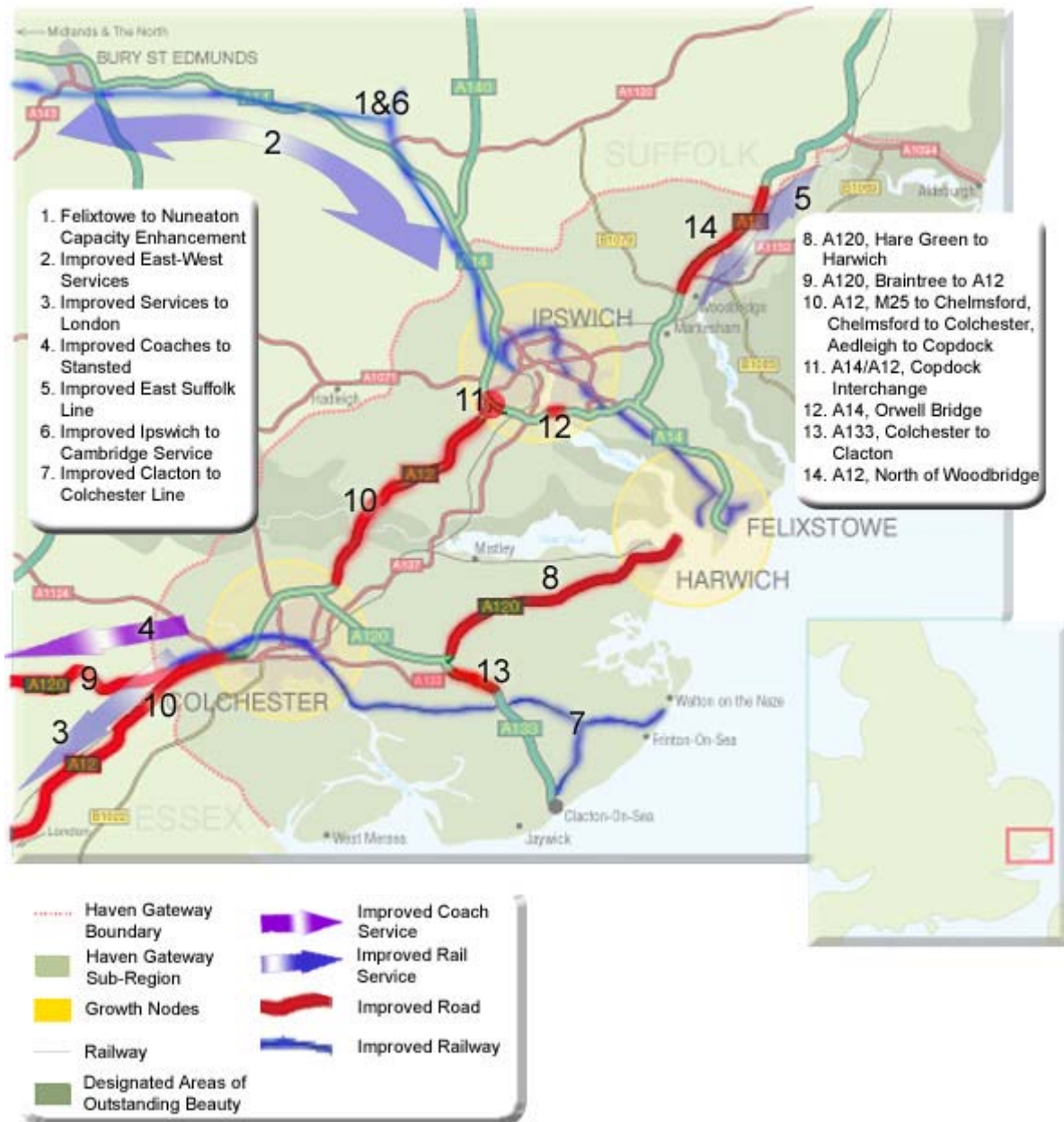
4.44 Improvements to the strategic transport network will be achieved through a combination of increasing the capacity and quality of the rail network and easing specific congestion hotspots on the road network, principally the A12 and the A14. Priority schemes are illustrated on plan P4.

4.45 Priorities for the sub-region are

- i) better east - west passenger rail services;
- ii) more frequent and better quality passenger services to London;
- iii) better rail and coach services to Stansted;
- iv) park and ride site accessibility from busy trunk road junctions.

4.46 Other rail improvements required are

- i) enhancements to the East Suffolk line to facilitate an hourly service;
- ii) better rolling stock on the Ipswich to Cambridge service;
- iii) enhancements to the Clacton to Colchester line and services.



**Plan P4 Strategic transport issues in the Haven Gateway**

- 4.47 A recent study of congestion problems on the A14 and within the town of Ipswich concluded that demand management measures including road pricing options should be considered, as well as improvements to infrastructure to increase capacity. Bus priority measures should be considered for strategic urban and inter-urban routes and corridors.
- 4.48 At the local level investment will be required to improve public transport and cycling infrastructure and for measures to manage travel demand. For example, an £18 million scheme to improve public transport in Ipswich "*Ipswich – Transport Fit for the 21<sup>st</sup> Century*" was ranked priority 1 in the 2005 regional transport scheme prioritisation programme.
- 4.49 Better use of existing transport routes, such as ferry connections between the ports of Harwich and Felixstowe, will provide alternatives to car travel.
- 4.50 Travel planning is increasingly recognised as an effective way to reduce demand for car travel. Revenue investment will be required to:
- i) ensure robust green travel plans are introduced in new housing and employment developments;
  - ii) encourage existing employers to introduce robust green travel plans;
  - iii) ensure workplace parking provision is managed/constrained.

#### **OTHER BUILT INFRASTRUCTURE REQUIREMENTS TO SUPPORT HOUSING AND EMPLOYMENT GROWTH**

- 4.51 The delivery of integrated, well-serviced housing and employment growth will require a range of supporting infrastructure in addition to the investment in transport referred to above. Work on identifying these requirements is still at an early stage, although there is some urgency in progressing the work as a contribution to the Regional Investment Strategy currently in preparation by EERA.
- 4.52 One particularly important aspect of investment in infrastructure is electricity supply to the eastern fringe of Ipswich. This could, if not addressed, impede large scale development in the form of housing and employment.
- 4.53 The coastal location of the sub-region requires particular investment in infrastructure in the form of adequate sea and flood defences. Failure to maintain the defences to the appropriate standard will restrict the achievement of the objectives of this framework in respect of housing and regeneration. Opportunities exist at Felixstowe, for example, to invest in coastal locations in order to implement projects that will contribute towards the regeneration of the resort and create new housing. Such investment is restricted by the risks associated with the inadequate protection of the seafront.

**Framework Statement 12: Other major projects for which there is already a degree of local authority support and which are significant for the delivery of particular development areas are included in Appendix A3. Other major schemes and transport projects are likely to be identified as LDFs are progressed. Appendix A4 lists generic investment identified in the Housing and Infrastructure Study (Roger Tym and Partners, 2005) which is believed to be necessary to support growth across the Gateway but is not related to specific development areas.**

**Priority investment projects 2008-2011 (from appendix A5)**

- Suffolk Innovation Park (part of Adastral Park) electricity supply reinforcement.
- Ipswich flood defence works.
- Ipswich town centre transport infrastructure.
- Ipswich town centre electricity capacity study.

## **THE ENVIRONMENT AND GREEN INFRASTRUCTURE**

- 4.54 The Framework will seek ultimately to identify categories and areas of strategically-important greenspace and linkages between those areas across local authority boundaries. Detailed proposals will begin to firm up in late 2007 with the completion of the Haven Gateway Green Infrastructure Strategy.
- 4.55 The Haven Gateway has a unique and exceptional natural environment which is under pressure from planned growth. Much of the sub-region, especially along the coast, is covered by wildlife and/or landscape designations. There are two Area of Outstanding Natural Beauty and a number of internationally important wildlife sites including the Stour & Orwell estuaries, Hamford Water, Deben estuary, Colne Estuary, Orford Ness and the Sandlings).
- 4.56 Water resources and the demands expected to be made upon them by future growth are issues of particular significance in the sub-region. A water cycle study currently in progress has the overall objective of informing investment programmes to enable the delivery of planned growth in a sustainable way. It is intended to ensure that there is a strategic approach to the management and use of water, taking into account the needs of both public supply and the environment.
- 4.57 A further study is considering the "environmental capacity" of an area to accommodate growth. The study is using the Haven Gateway as a "test-bed" for ideas and methodologies developed in DeFRA's Environmental Capacity Scoping Study of 2006. The intention is to develop key principles to inform the application of environmental capacity to the planning and sustainability assessment process, and in particular the forthcoming roll-forward of the East of England Plan.

- 4.58 The natural environment makes an essential contribution to the quality of life in the Haven Gateway and is one of its principal assets, attracting tourists and workers as well as providing essential recreational opportunities. There is a need to ensure that development contributes to an improved environment by requiring high standards of design, protecting and enhancing environmental assets, and providing green space and related infrastructure.
- 4.59 The following definition of Green Infrastructure established by the Town and Country Planning Association received considerable support during the Examination in Public of the EEP:
- "Green infrastructure is the sub-regional network of protected sites, nature reserves, greenspaces and greenway linkages. The linkages include river corridors and flood plains, migration routes and features of the landscape, which are of importance as wildlife corridors. Green infrastructure should provide for multi-functional uses, i.e. wildlife, recreational and cultural experiences, as well as delivering ecological services, such as flood protection and microclimate control. It should also operate at all spatial scales from urban centres through to open countryside."
- 4.60 The challenge for the Haven Gateway is to make the most of these environmental assets, providing important opportunities for recreation, exercise and well-being as well as offering opportunities for economic growth, while understanding, managing and protecting sensitive sites.
- 4.61 The green-space strategy, building on the work of the Countryside Agency's 'Access to the Countryside in and around Towns' initiative, will identify gaps in provision, plan for multi-purpose uses and fit a living green asset into the plans for economic regeneration and development. It will also provide an overarching strategy for the sub-region together with more detailed landscape frameworks for key settlements. This will drive the environmental regeneration of towns and the countryside and the connections between them, supporting the move towards more sustainable living.

**Framework Statement 13: The Greenspace Strategy will assess the interplay of the five main components of green infrastructure: physical resources and natural systems, ecological assets, landscapes, historical and cultural assets, and access networks and recreational facilities. The strategy is being prepared with the assistance of consultants and the support of New Growth Point funding from the 2007-8 bidding round. The principles established by the strategy will be reflected in an update of this Framework.**

**Priority Investment Projects 2008-2011 (from appendix A5)**

- St Botolph's, Berryfield Park, Colchester: Public open space.
- Hythe Station Colchester: Environmental improvements.

- 4.62 The spatial planning strategy for Haven Gateway Sub-Region, as elaborated by LDFs, must have regard to the implications of climate change. Sea-level rise will be a major issue affecting the coastal parts of the sub-region. With more extreme weather events in future there will also be increased risks from fluvial flooding. Future development must be sited so as to minimise the risk of flooding within the sub-region. This will be informed by Strategic Flood Risk Assessments such as that currently being undertaken for several coastal districts in Essex, including Colchester.
- 4.63 Future development in the sub-region will need to minimise its carbon footprint by using sustainable design and construction methods, introducing forms of renewal energy and micro-energy generation, minimising energy and water use, and reducing the need to travel, particularly by road transport.

**Priority Investment Projects 2008-2011 (from appendix A5)**

- Haven Gateway Renewable Energy Study

## **5. MONITORING AND REVIEW**

- 5.1 This Framework will be monitored by the Haven Gateway Partnership through indicators identified in the Regional Monitoring Report produced annually by EERA and other appropriate sources. Particular attention will be paid to the level of housing land availability, the rate of housing completions, including affordable housing, and the levels of investment achieved in infrastructure and service support from a range of funding streams.
- 5.2 The Housing Trajectory for the Haven Gateway (appendix A6) has been prepared in accordance with the advice of DCLG. The trajectory will be kept under review and updated as fresh information becomes available. The primary responsibility for addressing any issues arising, for example, potential shortfalls in housing delivery set against the requirements of the East of England Plan, will lie with District Planning Authorities through their LDF processes.
- 5.3 This Framework is an evolving and rolling document which will be updated on a regular basis as development schemes are completed and associated infrastructure investment is committed. The updating will assist the Haven Gateway Partnership and its local authority partners in planning, monitoring and managing the implementation and delivery programme, and in determining bids for financial support from future rounds of Growth Point Funding.

**HOUSING SITES IN THE HAVEN GATEWAY WITH LOCAL AUTHORITY SUPPORT WHICH COULD DELIVER A MINIMUM OF 250 UNITS BETWEEN 2006-2021**  
**Key investment requirements to deliver EEP growth provisions.**

Site	LA	Size (Ha) / (Units)	Green / Brown	Planning status <ul style="list-style-type: none"> <li>Under construction</li> <li>Planning permission</li> <li>awaiting s106</li> <li>LP allocation</li> <li>LDF preferred options</li> </ul>	Priority (years) <ul style="list-style-type: none"> <li>high 0-5</li> <li>med 6-10</li> <li>low 10-15</li> </ul>	Intervention required? (i.e. development value insufficient for development to be brought forward).  Investment required?
<b>Waterfront: Eagle Wharf</b>	IBC	(1.87) 566	Brown	Awaiting s106	High 0-5	Central Ipswich Flood Defence Scheme. Will ameliorate flood risk to a number of ongoing and proposed developments in the Waterfront area. Revenue funding required to enable continued development of scheme.
<b>Waterfront: Duke Street</b>	IBC	(3.76) 377	Brown	Under construction		
<b>Waterfront: Bath Street</b>	IBC	(4.62) 464	Brown	Under construction		
<b>Waterfront: Cranfields</b>	IBC	(1.17) 332	Brown	Planning permission	High 0-5	
<b>Waterfront: Orwell Quay</b>	IBC	(2.44) 356	Brown	Under construction		
<b>Waterfront: Key Street</b>	IBC	(0.09) 290	Brown	Under construction		
						Possible funding for new secondary school in Ipswich (above s106 contributions)
<b>Eastway, Farthing Road 3 sites</b>	IBC	(10.57) 741	Brown	Under construction		NB Investment required in decontamination of many brownfield sites listed in appendices A1-A3.
<b>Bull Motors site, Foxhall Rd</b>	IBC	(5.92) 288	Brown	Under construction		
<b>Reavells site, Ranelagh Rd</b>	IBC	(3.90) 371	Brown	Under construction		
<b>Ravenswood, Nacton Rd</b>	IBC	(32.3) 1200	Brown	Under construction		
<b>Former Masons Cement Works</b>	MSDC	( ) 400	Brown	Resolution to approve. Public Inquiry outcome Jan 08?.	Medium 5-10	Railway halt, dependent on approval of SnOasis scheme (see appendix A3)
<b>Scotts site, Bramford</b>	MSDC	( ) 300	Brown	LA aspiration.	Low 10-15	Sustainable access measures required.
<b>Grange Farm, Kesgrave</b>	SCDC	( ) 660	Green	Under construction	High 0-5	Infrastructure investment likely to include highway improvements to A14, A12 Ipswich Eastern Bypass and East Ipswich radial routes; improved access to public transport; pedestrian/cycle links to employment; primary school and nursery education; health services; green infrastructure. Development appraisals required to identify infrastructure investment gaps. Revenue cost plus possible capital cost above s106 contributions to be identified.
<b>Additional site or sites needed on the Ipswich Eastern Fringe to meet RSS requirements</b>	SCDC	( ) c.1000	Green	Precise location of site or sites to be identified through LDF process.	High 0-5	
<b>Additional sites needed to meet RSS requirements and complement employment growth at Felixstowe. Numbers unknown as alternative options elsewhere in sub-region</b>	SCDC	Unknown	Green & Brown	Numbers of houses and locations to be determined through the LDF process.	High 0-5	Infrastructure requirements to be worked up in detail. Will involve transport, education and health, but also, in respect of Felixstowe, coastal and flood protection. Development appraisals required to identify infrastructure investment gaps. Revenue cost plus possible capital cost above s106 contributions to be identified.

Site	LA	Size (Ha) / (Units)	Green / Brown	Planning status <ul style="list-style-type: none"> <li>• Under construction</li> <li>• Planning permission</li> <li>• awaiting s106</li> <li>• LP allocation</li> <li>• LDF preferred options</li> </ul>	Priority (years) <ul style="list-style-type: none"> <li>• high 0-5</li> <li>• med 6-10</li> <li>• low 10-15</li> </ul>	Intervention required? (i.e. development value insufficient for development to be brought forward).  Investment required?
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Garrison Development	CBC	2600	Brown	Under construction		
Former St Marys Hospital	CBC	286	Brown	Under construction		
North of Church Lane, Stanway	CBC	300	Brown	Outline Planning Permission		
Former Myland Hospital	CBC	534	Brown	Under construction		
Flakt Woods, Bergholt Road	CBC	750	Brown	Under construction		
Severalls Hospital, Bosted Road	CBC	1500	Brown	Outline Planning Permission	High 0-5	A12 junction and link road needed. Requires advance investment to secure release of site. Advance funding of interest on loans of £8m capital to be recouped from development contributions.
Royal London Sports Field, Mill Road	CBC	259	Green	Full Planning Permission		
Breachfield Road/Hitherfield Rd	CBC	261	Brown	Under construction		
Wivenhoe Port, West Street	CBC	300	Brown	Under construction		
Colne Causeway	CBC	401	Brown	Under construction		
Rowhedge Port	CBC	300	Brown	Development brief adopted as SPG		
East Colchester regeneration	CBC	2100 est.	Brown	Core Strategy Preferred Options East Colchester identified as Regeneration Area in Local Plan	High 0-5	Improvements required to transport infrastructure: Hythe station (£10k GP funding 2007/8) Green links (some S106 but more money required). Link from town to Hythe Station (investment required.) Scrap yard site (£2.065m GP funding 2007/8.) Estimated investment gap for transport and green links £10m + £14m for river barrage.
University of Essex housing	CBC	1000 st'd's 200 houses	Brown	Outline Planning Permission		
Additional greenfield housing needed to provide contingency for period to 2021 and flexibility in meeting 15 year housing trajectory – site(s) north or south of Colchester to be determined	CBC	3000 est	Green	Option in Core Strategy Preferred Options	High 0-5	Southern Colchester site dependencies include: Southern Distributor Road; Southern Radial improvements (revenue, and capital above s106 contributions to be identified following investigation of options); improvements to Colchester Town station; pedestrian, cycle networks; school extensions; 2 GP Practices with Community Facilities.
						Northern Colchester site dependencies include: Northern Approaches Road Phase 3; improvements to address congestion surrounding North Station; pedestrian, cycle networks; school extensions; 2 GP practices with community facilities
						Possible funding for new secondary school in Colchester (above s106 contributions)



Site	LA	Size (Ha) / (Units)	Green / Brown	Planning status <ul style="list-style-type: none"> <li>• Under construction</li> <li>• Planning permission</li> <li>• awaiting s106</li> <li>• LP allocation</li> <li>• LDF preferred options</li> </ul>	Priority (years) <ul style="list-style-type: none"> <li>• high 0-5</li> <li>• med 6-10</li> <li>• low 10-15</li> </ul>	Intervention required? (i.e. development value insufficient for development to be brought forward).  Investment required?
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Land between 398 - 508 St Johns Road and adjoining 3 – 29 Little Clacton Road, Clacton.	TDC	399	Green	LP allocation.	High 0-5	Intervention unlikely to be required
Land at Stanton Europark (formerly Iconfield).	TDC	250	Brown	Site with current planning permission but with revised application anticipated soon.	High 0-5	
Navyard Wharf, Harwich	TDC	400	Brown	TDC aspiration as part of Harwich Masterplan	High 0-5	

## SIGNIFICANT EMPLOYMENT SITES WITH LOCAL AUTHORITY SUPPORT IN THE HAVEN GATEWAY SUB-REGION

Key investment requirements to deliver EEP growth provisions.

Site	LA	Description and likely use class	Size (Ha)	Planning status	Sector / niche	Job potential	Priority	Intervention required? Investment required?
<b>Medit Shipping Company, Gt Blakenham</b>	MSDC	Greenfield. Extension of Orion Business Park. B1, B2, B8.	11	None.	Logistics / distribution / high-tech.	Low - medium.	Medium. 5-10 years.	Yes. New junction on B1113.
<b>Scotts, Paper Mill Lane, Bramford</b>	MSDC	Brownfield. B1 / retail, A1, A3, A4, tourism uses, artist studio and residential.	3	None.		Low - medium c.150 jobs.	Low 10-15 years	No. Developer-led highway improvements to A14 junction and access to site, remediation to contamination, retention of listed building.
<b>Land at Norwich Rd, Whitton / Ipswich</b>	MSDC / IBC	Greenfield. Use tbc.	5	None.			Low 10-15 years	No. Developer-led highway improvements.
<b>Cranes</b>	IBC	Brownfield. Rationalisation of existing B2 use could release two thirds of site.	8-10	Allocated.	Mixed offices and general industrial (not warehousing).	Medium.	Low 10-15 years	Yes. Site heavily contaminated by current use. Uplift unlikely to cover cost of investment required.
<b>Former Volvo site</b>	IBC	Brownfield. Former car import park. Use tbc.	6	Allocated.			Medium 5-10 years	No. Sloping site. Odour from sewage works (statutory nuisance).
<b>Former Sugar Beet Factory, Sroughton Road, Ipswich</b>	BDC	Brownfield. B2, B8.	40	Allocated. Developer has alternative aspirations.	Industry / logistics / distribution.	Low - medium.	High 0-5 years	Yes. Clearance and preparation, flood risk, minor contamination, ground conditions, servicing and infrastructure, improved public access to river and cycle path. Difficult site.
<b>Brantham industrial site</b>	BDC	Brownfield. B1, B2. (B8?)	35	Allocated.	Unknown. Industry?	Medium.	Medium 5 - 10 years	Yes. Access, demolition, remediation, flood defence, safeguarding nature conservation interests. (Next to Ramsar site "Appropriate Assessment" may be needed.)

Site	LA	Description and likely use class	Size (Ha)	Planning status	Sector / niche	Job potential	Priority	Intervention required? Investment required?
<b>IP8 land, Scrivener Drive Ipswich</b>	BDC	Greenfield. B1, B2 IBC site.	9	Allocated.			High 0-5 years	No. Servicing and infrastructure should be financed through uplift in value.
<b>Adjacent to E-on, (former TXU) Wherstead</b>	BDC	Greenfield. B1, B2.	3.5	Allocated. Developer has alternative aspirations.			Low 10-15 years	Yes. Uplift unlikely to cover cost of investment required. Historic environment constraints. Access from A14. Possible limited demand in this location.
<b>Suffolk Innovation Park, Martlesham</b>	SCDC	Greenfield / brownfield. B1.	12	Allocated.	Hi-tech / knowledge / ICT sector.	High.	High. 0-5 years	Yes. Access to A12 and other local roads needs to be improved to open up more of the site and reduce congestion. Possible CPO. Need for offsite infrastructure. Cost up to £8m. Identified in HG Employment Land Study (DTZ) as most suitable strategic site for Ipswich Area.
<b>Ransomes Europark, Nacton Heath</b>	SCDC	Greenfield. Extension of Ransomes Business Park. B1, B2.	16	Allocated.	Light / general Industrial.		High. 0-5 years	No. Developer-led infrastructure and servicing.
<b>Felixstowe South Reconfiguration</b>	SCDC	Brownfield. B8	200	Planning permission	Port	High	High 0-5 years	No. Developer led infrastructure and servicing.
<b>Blofield Park, Felixstowe</b>	SCDC	B1, B2, B8	24	Planning Permission	Light / general industrial / port	High	High 0-5 years	No. Developer-led.

Site	LA	Description and likely use class	Size (Ha)	Planning status	Sector / niche	Job potential	Priority	Intervention required? Investment required?
<b>Cuckoo Farm, south of A12</b>	CBC	Largely greenfield. B1, B8. Total 100 ha of mixed uses inc. 10,000 seat community stadium, sports complex, regional conference centre, park and ride and segregated 2-lane bus corridor to North Station.  Growth Point support for incubation scheme.	Up to 31.3 ha	Outline planning permission. Allows for comp. redevelopment of Severalls Hospital and the Cuckoo Farm strategic site. Undetermined application to permit community stadium and release of employment land without the A12 junction.	Mixed.	High.	High 0-5 years	Yes. New junction on A12 and other highway works known as NAR3 by purchaser.
<b>Stanway, west of Colchester</b>	CBC	Largely greenfield / urban edge. B1, B2.		Part allocated. Stane Park application to be determined.	Mixed.	High.	Medium 5 - 10 years	Access improvements to western bypass required.
<b>Essex University Research Park, Wivenhoe</b>	CBC	Space for knowledge based SMEs. Includes Business Incubation Centre,	3.6 ha	Planning Permission	High tech	High. 1,700 jobs	Medium. 5 - 10 years	A133 improvements as condition of planning permission.
Note: CBC Core Strategy identifies strategic employment site at Cuckoo Farm and sub regional employment sites at Wivenhoe and Stanway to meet the needs of business to 2021.								

Site	LA	Description and likely use class	Size (Ha)	Planning status	Sector / niche	Job potential	Priority	Intervention required? Investment required?
<b>Stanton Europark, Dovercourt</b>	TDC	Brownfield.	3.55	Draft Local Plan Allocation			High 0-5 years	Strategic Flood Risk Assessment - update required. Land assembly and ownership issues.
<b>Land West of Station Road, Parkeston</b>	TDC	Brownfield.	6.00	Draft Local Plan Allocation			High 0-5 years	Strategic Flood Risk Assessment - update required. In floodplain. Suitable for warehousing. Site access issues. Located in an area of moderately high unemployment and deprivation.
<b>Land North East of Stanton Europark, Dovercourt.</b>	TDC	Brownfield.	1.63	Draft Local Plan Allocation			High 0-5 years	Strategic Flood Risk Assessment - update required
<b>Land South of Centenary Way. Clacton.</b>	TDC	Greenfield. B1, B2, B8. DTZ quality rating Medium.	4.12	Draft Local Plan Allocation			High 0-5 years	
<b>Land North of the Bypass Road, St Osyth</b>	TDC	Greenfield.	2.00	Draft Local Plan Allocation			Low 10-15 years	This site may be deleted from the Local Plan, as there have been many objections to it.
<b>Land East of Pond Hall Farm, Ramsey.</b>	TDC	Greenfield. B1, B2, B8. DTZ quality rating Medium.	27.00	Draft Local Plan Allocation			High 0-5 years	Highway Infrastructure required. The site would benefit from the Bathside Bay development and would be developed before the Frating site below. Partly in the floodplain.
<b>Land to the South of A120, and West of A133, Frating. 2 Phases.</b>	TDC	Greenfield. B1, B2, B8. DTZ quality rating Medium.	27.00	Draft Local Plan Allocation			High 0-5 years	Highway Infrastructure required. Rural location with limited access to public transport, remote from housing, but would benefit from the Bathside Bay development. A120/A133 junction improvements required and would benefit from A133 corridor improvements.

**OTHER BUILT DEVELOPMENT PROJECTS ON SITES OF OVER 1.5 ha. IN THE HAVEN GATEWAY WITH LOCAL AUTHORITY SUPPORT WHICH WOULD FACILITATE POPULATION, HOUSING AND EMPLOYMENT GROWTH BETWEEN 2006-2021 (Includes retail, leisure and public service schemes)**  
**Key investment requirements to deliver EEP growth provisions.**

Site	LA	Size (Ha)	Function	Green / Brown	Planning status <ul style="list-style-type: none"> <li>Under construction</li> <li>Planning permission</li> <li>LP allocation</li> <li>LDF pref'd options</li> </ul>	Priority (Years) <ul style="list-style-type: none"> <li>high 0-5</li> <li>med 6-10</li> <li>low 10-15</li> </ul>	Intervention required?  Investment required?
6th Form College, Scrivener Drive, Ipswich	BDC		Education	Green	SCC etc aspiration	High	
Country Park, Wherstead	BDC	30	Recreation	Green	Allocated	Medium	Yes. Scale unknown. Land acquisition est £220k
New Supermarket, Hadleigh	BDC	4	Retail	Brown	Allocated	Medium	No.
Education Quarter: UfS Ipswich and Suffolk College	IBC		Education	Brown	Planning permission	High	Yes. Major investment already largely secured
New Fire Station, Colchester Road	IBC		Fire	Brown	SCC aspiration	High	
ICU Heath Road Hospital	IBC		Health	Brown	Under construction	High	No. Linked public transport facilities
Ipswich Flood Defence scheme	IBC		Flood defence	Brown	LA / EA aspiration	High	Yes. Environment Agency / DeFRA / Haven Gateway Growth Point funding

Site	LA	Size (Ha)	Function	Green or Brown	Planning status <ul style="list-style-type: none"> <li>Under construction</li> <li>Planning permission</li> <li>LP allocation</li> <li>LDF pref'd options</li> </ul>	Priority (years) <ul style="list-style-type: none"> <li>high 0-5</li> <li>med 6-10</li> <li>low 10-15</li> </ul>	Intervention required? Investment required?
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<b>New PCT HQ, Paper Mill Lane, Bramford</b>	MSDC		Health	Brown	Under construction		
<b>SnOasis, Great Blakenham</b>	MSDC		Leisure	Brown	LA / Dev'r aspiration	High	Public Inquiry 2007. Decision expected January 2008.

<b>Felixstowe South Seafront</b>	SCDC	7.1	Leisure	Mixed	Planning permission	High	Intervention required in respect of coastal defence works
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<b>Cuckoo Farm, Land south of A12 Trunk Road.*</b> Outline application for community stadium, health and fitness centre, hotel, pub/restaurant, A3 units, employment uses including 2 storey business unit, associated parking, park and ride, transport interchange facilities and landscaping.	CBC	27.18	Retail, Leisure and Health	Brown	Outline Planning Permission	High	Funding required for stadium, but largely secured. Need to sell Layer Road stadium. A12 junction/NAR3 funding secured but yet to be delivered. Artists studio need additional funding. £2.0m GP capital funding for infrastructure to facilitate stadium development in advance of provision of A12 junction.
<b>Visual Arts Centre, off East Hill and Queen Street.</b>	CBC	2.04	Art Gallery, Retail, Leisure	Brown	Full Planning Permission		
<b>Expansion of existing General Hospital</b>	CBC	approx 20	Health	Brown	Local Plan Allocation		
<b>Vineyard Gate</b>	CBC	2.75	Retail	Brown	Planning Brief under development		Historic Core Zone works need to be agreed/funded. St Botolphs roundabout works required. GP revenue bid approved. Capital funding required for St. Botolphs Park. Car parking needs to be addressed.
<b>St. Botolphs Cultural Quarter</b>	CBC	approx 1	Retail, cultural and other mixed uses	Brown	Planning Brief under development		As above for Vineyard Gate. Public realm improvements required in association with a number of brownfield sites included in appendices A1-A3. Needed to create setting to render sites viable relative to greenfield sites. Approx £4m in St Botolphs).

**OTHER GENERIC INVESTMENT IN THE HAVEN GATEWAY WHICH WOULD SUPPORT POPULATION, HOUSING AND EMPLOYMENT GROWTH BETWEEN 2006-2021**  
(Includes non-transport infrastructure schemes needed to support generalised sub-regional growth and not linked to specific growth options)  
**Key investment requirements to deliver RSS growth provisions.**

Category	Project	Total cost (£m)	Cost Phasing			Authority responsible	Funding Source	Investment required?
			06-11	11-16	16-21			
<b>Fire Service</b>	Additional Facilities	2.6		1.3	1.3	Fire Service		Based on estimating future provision from current ratios of officers to population, and the accommodation they require.
<b>Police</b>	Additional Facilities	18.0	6.0	6.0	6.0	Police Authority	Police Authority/ Developers	Based on estimating future provision from current ratios of officers to population, and the accommodation they require.
<b>Community Facilities</b>	45 Community Centres	56.0	18.0	19.0	19.0	Districts	Developers	All community facility calculations based on estimating future provision from current ratios of officers to population, and the accommodation they require. Multi-purpose role envisaged for community halls – delivery of day care, youth services, etc.
	5 Sport/Leisure Centres	28.0	9.0	9.0	10.0	Districts	Developers	
	Outdoor Sports – 108 ha	24.0	8.0	8.0	8.0	Districts	Developers	
	Play Space -17 ha	21.0	7.0	7.0	7.0	Districts	Developers	
	4 Libraries	6.0	2.0	2.0	2.0	Districts	Developers	
<b>Utilities –Water, sewers and electricity</b>	New or larger water mains, new sewers, electricity supply reinforcements	?	?	?	?	Anglian Water, EDF Energy	Initially funded by developers	Most growth options will require some reinforcements, but detailed plans are needed to cost these. No requirements for major investment in water or sewerage treatment plants anticipated, although possible issues with electricity supply to east of Ipswich.
<b>Coastal defence</b>	Improvements to sea defences at Felixstowe	?	?	?	?	Environment Agency, DeFRA	Central Government	The lack of investment in sea defences in Felixstowe and Harwich stymies further growth. In Felixstowe, growth of an important part of the town is restricted. Already the development of significant housing projects such as the South Seafront have been delayed and elsewhere investment in the commercial elements of the resort is failing to materialise.
<b>Other services – inc. social services, waste management</b>								Growth will necessitate increased investment, but main costs will be revenue rather than capital. Waste management costs will be incurred in costs relating to the reduction of the use of landfill.
<b>Green Infrastructure inc Strategic Open Space</b>	To be confirmed through Green Infrastructure Strategy	?	?	?	?	Developers HGP Counties Districts	HGP Developers	

Primary Source of above: Roger Tym and Partners, Haven Gateway Strategic Residential and Infrastructure Study, November 2005



Category	Project	Total cost (£m)	Cost Phasing			Authority responsible	Funding Source	Investment required?
			06-11	11-16	16-21			
<b>Affordable housing</b>	Provision of affordable housing in association with all new housing development					Districts, Housing Corporation	Developers, Housing Corporation	<p>Increase government annual funding of new affordable housing to between £22m and 42m in Greater Haven Gateway Districts.</p> <p>Maintain levels of PDG revenue funding to secure production of the relevant LDD policy framework. LPA's to deliver evidence-based LDDs that include policies to achieve affordable housing in a quantity and form appropriate to meet needs.</p> <p>Secure Housing Association financial commitment to the target level, bring development sites forward early, and develop Registered Social Landlord site acquisition and land banking.</p> <p>Maximise the number of grant-free homes, if necessary accepting that homes will be below Housing Corporation scheme and eco - home standards)</p> <p>Utilise commuted sums and / or LA grant to gap fund.</p> <p>Identify strategically important sites for the Greater Haven Gateway Housing Corporation funding</p> <p>Establish robust and demanding planning policies on site size thresholds, affordable housing targets, and targets for social rented/intermediate tenures.</p> <p>Develop standard s106 agreement/share best practice to improve robustness of negotiations.</p> <p>Encourage the use of surplus publicly owned land, for example, MOD, health, police, local authority, for affordable housing at discounted values.</p> <p>Work with the construction industry to meet anticipated skills shortages.</p>

Category	Project	Total cost (£m)	Cost Phasing			Authority responsible	Funding Source	Investment required
			11-16	16-21	16-21			

Transport	Rail							Felixstowe to Nuneaton gauge and capacity enhancement.
								Improved east-west passenger services
								More frequent and better quality passenger services to London
								Improved rail and coach services to Stansted
								Enhancements to East Suffolk Line to facilitate an hourly service
								Improved rolling stock on Ipswich to Cambridge Service
								Enhancements to Clacton to Colchester Line and services
	Road							A120 upgrade, Hare Green to Harwich
								A120 upgrade, Braintree to A12
								A12 upgrade (M25 to Chelmsford, Chelmsford to Colchester, Ardleigh to Copdock)
								A14 improvements
								Ipswich: Transport Fit for the 21st Century
								A14/A12 Copdock Interchange
								A14 Orwell Bridge
								A133 Colchester to Clacton
								A12 North of Woodbridge
								Improved park and ride site accessibility from busy trunk road junctions

**Haven Gateway: Programme of Development: Bids for Growth Point Funding 2008/09 to 2010/11**

Map Ref	Scheme Name	Lead organisation	Timeframe-start and complete	Project objectives	CLG Funding sought & reason			Revenue or Capital	Other Funding/ by year and source			Total scheme cost
					08/09	09/10	10/11		08/09	09/10	10/11	£'000
	Project 1			- including how it supports housing growth	£xx	£xx	£xx		£xx	£xx	£xx	
					Note of justification for CLG support				Note of other funders & amount contributed			

**Haven Gateway:**

**Schemes expected to be the subject of bids for support from the Community Infrastructure Fund 2008/09 to 2010/11**

Map Ref	Scheme Name	Lead organisation	Timeframe-start and complete	Project objectives	CLG Funding sought & reason			Revenue or Capital	Other Funding/ by year and source			Total scheme cost
					08/09	09/10	10/11		08/09	09/10	10/11	£'000
	Project 1			- including how it supports housing growth	£xx	£xx	£xx		£xx	£xx	£xx	
					Note of justification for CLG support				Note of other funders & amount contributed			

# CRITERIA USED IN PRIORITISING INFRASTRUCTURE PROJECT BIDS FOR THE 2008/9 - 2010/11 NGP FUNDING ROUND

	<b>The infrastructure scheme / project...</b>
1	... would enable housing or employment growth in one or more locations
2	... would advance housing or employment growth in one or more locations
3	... would enhance the sustainability of the development with which it is associated
4	... forms part of an integrated package of measures linked to the delivery of growth
5	... is realistic and appropriate given the amount of NGP funding likely to be available
6	... benefits from but is not wholly achievable through other sources of public funding
7	... benefits from but is not wholly achievable through developer contributions
8	... has an identified provider and delivery mechanism
9	... is deliverable within the three year funding period 2008/9 - 2010/11
10	... has been the subject of a clear risk assessment and has a contingency plan in place
	<b>The development associated with the infrastructure scheme / project...</b>
11	... has some planning status or local authority support
12	... contributes to a wider vision for the area in support of growth
13	... reflects up-to-date government policy on growth, especially the efficient use of resources
	<b>Other considerations relevant to prioritisation of the infrastructure scheme / project</b>
	<b>Total score (maximum 13)</b>

### Haven Gateway Housing Trajectory 2001-2021

1. The trajectory is an amalgamation of the individual trajectories for the six Districts and Boroughs represented in the sub-region. In accordance with advice from GO East, data for the whole of each authority has been included.
2. Data relates to gross annual completions, rather than net stock change, and thus will slightly overestimate performance against RSS requirements.
3. Figures for the "Monitor" and "Manage" elements of the trajectory are based on the provisions of policy H1 of the East of England RSS as proposed to be modified.
4. The trajectory reflects site-based information for the following periods

Babergh	2001/02 - 2012/13
Ipswich	2001/02 - 2010/11
Mid Suffolk	2001/02 - 2005/06
Suffolk Coastal	2001/02 - 2010/11
Colchester	2001/02 - 2010/11
Tendring	2001/02 - 2010/11

5. For the remainder of the RSS period, Colchester figures reflect the assumed incidence of completions including those from sites still to be identified through the LDD process. Ipswich figures assume that sites will come forward at the RSS rate, i.e. 770 per annum. Babergh, Mid Suffolk, Suffolk Coastal and Tendring figures assume that sites will come forward at a rate sufficient to ensure that the total housing growth specified in the RSS over the period 2001-2021 will be achieved.
6. Trajectory information is presented below for 26 identified sites in Colchester, Tendring, Babergh and Ipswich which are each expected to deliver over 250 units.

MAJOR SITES >250 DWELLINGS)	Plan / WF	Units	01- 02	02- 03	03- 04	04- 05	05- 06	06- 07	07- 08	08- 09	09- 10	10- 11	11- 12	12- 13	13- 14	14- 15	15- 16	16- 17	17- 18	18- 19	19- 20	20- 21
IPSWICH																						
Ravenswood	Plan	996	60	226	146	182	84	60	60	60	60	58										
Bramford Road	Plan	289	110	35			70	41	33													
Duke St / Fore Hamlet	Plan	469		1		40		60	110	110	85	63										
Shed 7, Wet Dock	Plan	381			43	72	194	47	25													
Eastway BP	Plan	527					16	90	90	90	100	90	51									
Foxhall Road	Plan	288					2	78	78	75	55											
Northern Quays (W)	Plan	878						30	68	150	160	160	160	150								
Bath Street	Plan	464							64	100	100	100	100									
MID SUFFOLK																						
No phasing data available																						
SUFFOLK COASTAL																						
Brook Farm Saxmundham	Plan	438	91	92	82	41	37	96														
Grange Farm Ipswich	Plan	1397	141	128	76	89	300	378	200	85												
Bixley Fm/Warren Heath Ips	Plan	273	12	6	6	3	7	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Rendlesham	Plan	658			27	78	73	169	60	60	60	65	66									

MAJOR SITES >250 DWELLINGS)	Plan / WF	Units	01- 02	02- 03	03- 04	04- 05	05- 06	06- 07	07- 08	08- 09	09- 10	10- 11	11- 12	12- 13	13- 14	14- 15	15- 16	16- 17	17- 18	18- 19	19- 20	20- 21
COLCHESTER																						
Royal London, Mill Rd	Plan	310			6	45	0	4	25	40	40	40	40	40	30							
Myland Hospital		535		11	130	223	82	58	31													
West of General Hospital		406		77	187	126	16															
Church Lane Stanway		609	76		16	5	10			30	50	70	80	90	92	50	40					
Garrison		2600					78	183	197	250	250	250	250	250	250	200	150	150	112	30		
Turner Village		499					78	70	61			20	60	60	70	70	10					
Severalls Hospital		1500							45	105	140	140	130	130	120	120	120	120	120	120	90	
Clarendon Way		280		99	64			30	46	30			11									
St Mary's Hospital		286			42	109	63	50	22													
Breachfield/Hitherwood Rd		261							81	100	80											
Hythe Quays, Lighthouse Way		294			38	45	89	62	60													
Rowhedge Port, end High St.		300										20	40	60	70	60	50					
Flakt Woods		750						109	120	122	121	120	108	50								
TENDRING																						
Lt Clacton Rd / St Johns Rd	Plan	399								100	100	100										

## **References**

Draft East of England Plan, East of England Regional Assembly, 2004  
Report of the Panel conducting the Examination in Public, GO-East, 2006  
Draft modifications to the East of England Plan, GO-East, 2006  
HG New Growth Point Submission, Haven Gateway Partnership, 2006  
HG Housing and Infrastructure Study, Roger Tym & Partners, 2005  
HG Employment Land Study, DTZ, 2005  
HG Regeneration Study, Royal Haskoning, 2005



## HAVEN GATEWAY PARTNERSHIP

The Haven Gateway Partnership, launched in 2001, provides a framework to promote the economic opportunities and future prosperity of one of the largest growth areas in the country. It is a public/private sector partnership that works closely with existing organisations and operates as an unincorporated association. Much of its activity is carried out through a series of working groups, supported by the partners: Transport/Infrastructure; Learning Skills & Employment; Planning & Regeneration; Business Development and Tourism.

At the commercial heart of the Haven Gateway sub-region are the five Haven Ports of: Felixstowe, Harwich International, Harwich Navyard, Ipswich and Mistle; together with the regional centres of Ipswich and Colchester.

**FURTHER DETAILS ABOUT THE PARTNERSHIP AND ITS ACTIVITIES CAN BE FOUND AT [WWW.HAVEN-GATEWAY.ORG](http://WWW.HAVEN-GATEWAY.ORG)**

### VISION STATEMENT

To deliver a high quality environment for its residents, workers and visitors, by capitalising on its location as a key gateway, realising its potential for significant sustainable growth, addressing its needs for economic regeneration, creating an additional focus for growth of hi-tech, knowledge based employment and protecting and enhancing its high quality, attractive natural assets.

### PRIORITIES

- Upgrading the region's road and rail infrastructure
- Promotion and improvement of education and training provision at all levels for the region's shipping, transport and logistics sector
- Building on the outstanding success of the sub-region's tourism industry

Support for the Haven Gateway Partnership is drawn from a wide spectrum of public and private bodies. The Partnership's partners are:

### CORE PARTNERS

- ABP Port of Ipswich
- Babergh District Council
- BT
- Colchester Borough Council
- East of England Development Agency
- Essex County Council
- Faithful & Gould
- Port of Felixstowe
- Harwich Haven Authority
- Harwich International Port
- Ipswich Borough Council
- Suffolk Coastal District Council
- Suffolk County Council
- Tendring District Council



### ASSOCIATE PARTNERS

- Anglia Ruskin University
- Bidwells
- Birketts Solicitors
- Business Link
- Colchester Institute
- Colne Community School
- Connexions
- East of England International
- East of England Tourist Board
- Essex & Suffolk Police
- Essex Development & Regeneration Agency
- Essex Prosperity Forum
- Felixstowe & Ipswich Shipping Opportunities Group
- Felixstowe Port Users Association
- GO-East
- Jobcentre Plus
- Learning & Skills Councils
- N.E Essex Chambers of Commerce
- Porthole Group
- Suffolk New College
- Suffolk Development Agency
- Trinity House
- University of Essex

### KEY CONTACTS

Lord Cranbrook – President  
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