



On 1st April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. The Local Government (Boundary Changes) Regulations 2018 (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council. Therefore this document applies to the part of the East Suffolk Council area formerly covered by the Suffolk Coastal District until such time that it is replaced.



Suffolk Coastal District Local Plan

Core Strategy & Development Management Policies

Development Plan Document
July 2013



This document, the Core Strategy of the Suffolk Coastal District Local Plan, is the first and central part of our new Local Plan which will guide development across the District until 2027 and beyond.

Suffolk Coastal District is a uniquely attractive place to live and work, combining a strong economy with a natural and built environment second to none. Those advantages however present us with the challenge of so guiding development that we continue to stimulate and support that economy, we provide attractive and affordable homes for current and future generations, and we achieve all that in a way which preserves and enhances that precious, but sometimes vulnerable, environment.

The Core Strategy sets out a Vision for the District as we go forward over the next 15 years. Objectives derived from that Vision, and the Strategic Policies designed to achieve those, do so in a way which recognises and builds on the diversity of the different communities which together make our District the wonderful place it is. They reflect both the opportunities and threats which that diversity brings with it.

The Development Management Policies then set out in more detail specific approaches for different aspects or types of development to ensure that each contributes in a consistent way to those objectives and strategies.

Alongside these clear local aspirations, the Strategy has developed, evolved and been refined over a decade to ensure that it meets both its international obligations in terms of areas designated for their high quality nature conservation interest, and the contribution it can make to the wider sub-national and national economy, within continuously evolving national planning policies for our society as a whole.

That lengthy and thorough process, subject to extensive public consultation, culminated in an in-depth public Examination, with further detailed modifications, which the Inspector concluded have resulted in a document which provides a sound and appropriate approach to development in Suffolk Coastal District, within overall national policy as defined in the National Planning Policy Framework.

Nevertheless, in recognition of the lengthy time involved in the development of the Plan, that conclusion is subject to our commitment to an early review of the Plan, with full up-to-date evidence, commencing no later than 2015, to ensure in particular that provision of new housing is appropriate over the entire plan period.

We shall now move forward to more detailed local planning with an explicit commitment to working with partners including individual communities and neighbouring authorities, to secure all these outcomes.

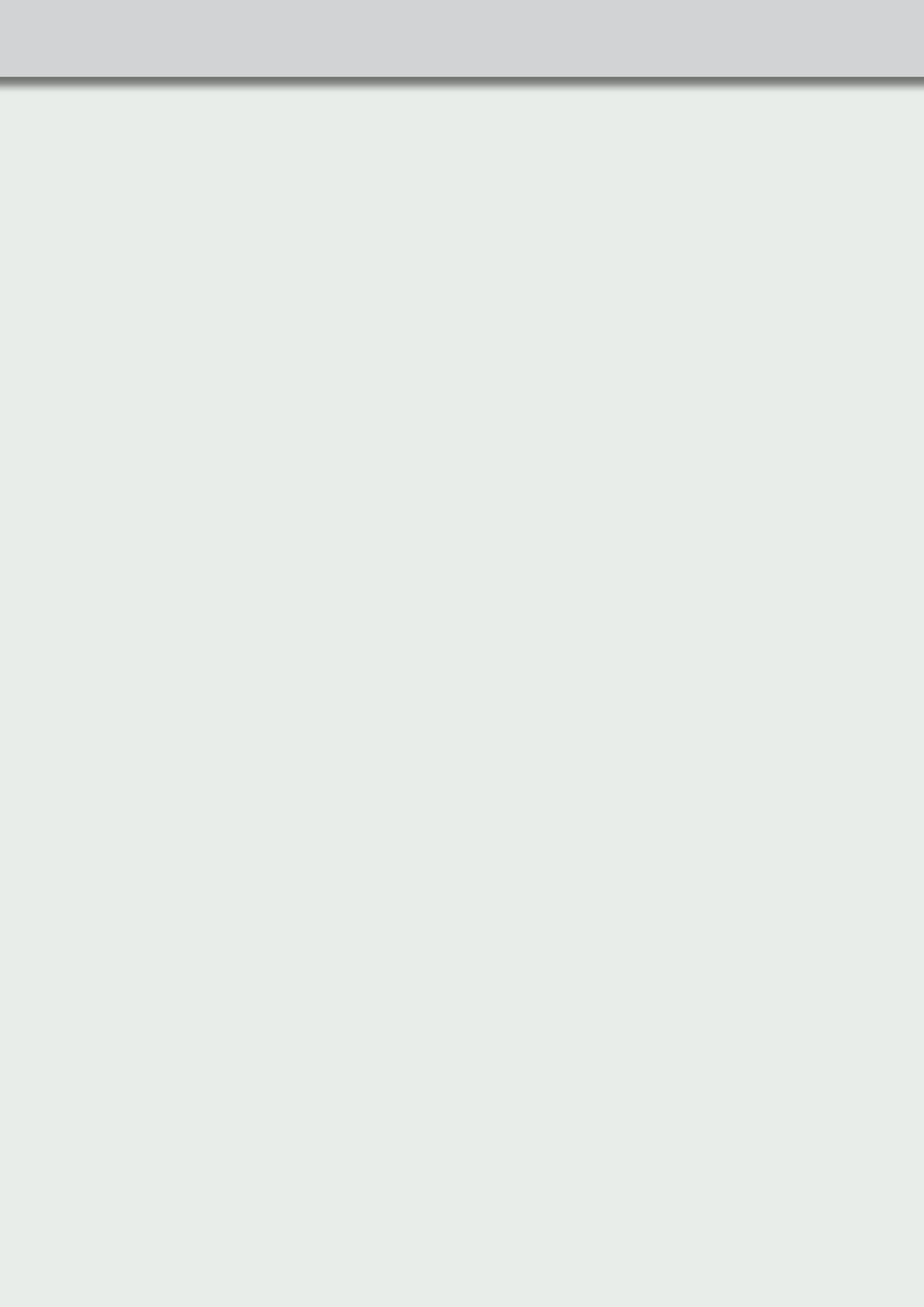
We commend it to you all.



Ray Herring
Leader of the Council

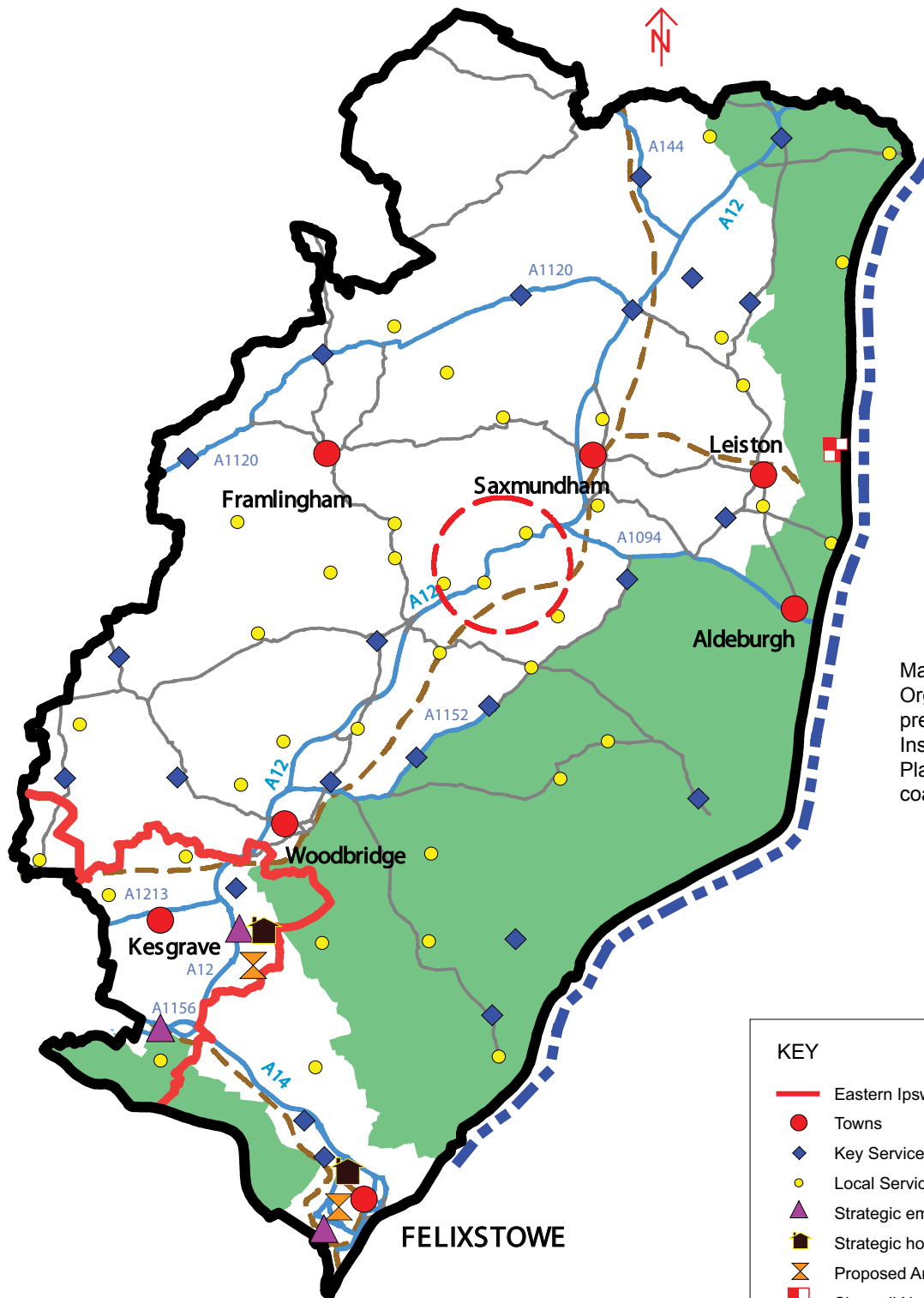


Andy Smith
Deputy Leader of the Council
Cabinet Member for Planning & Coastal Management



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Marine Management Organisation preparing the East Inshore Marine Plan for the SCDC coastline

KEY	
	Eastern Ipswich Plan Area
	Towns
	Key Service Centres
	Local Service Centres
	Strategic employment area
	Strategic housing area
	Proposed Area Action Plan
	Sizewell Nuclear Power Station
	Potential 4 villages A12 bypass
	A roads
	B roads
	Railways
	Heritage Coast
	AONB
	District Boundary

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Policy Context for the Core Strategy

Government Policy – National

The election of the Coalition Government in May 2010 signalled an intention to bring significant changes to the planning system and to radically alter the relationship between central and local government. This was enacted in the Localism Act 2011. Abolishing the regional spatial strategies which previously set (amongst other things) local housing and employment figures; and the introduction of Neighbourhood Plans are two major changes to which this Core Strategy has had to have regard.

Driving these changes is (amongst other things) the Government's commitment to securing long term economic growth and addressing a national deficit in housing provision. Food and energy security are also important related matters. All of these issues are relevant in the context of Suffolk Coastal.

To assist development, new national policy published March 2012, in the form of the National Planning Policy Framework (NPPF), sets out the Government's approach to achieving sustainable development (paragraphs (1-17).

The NPPF confirms the three mutually dependent dimensions to planning in terms of its economic, social and environmental roles. It reiterates in paragraph 17 the core planning principles which continue to apply. These 12 principles are that planning should:

- *be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;*
- *not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;*
- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;*
- *support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);*
- *contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;*
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);*
- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and*
- *take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.*

The Core Strategy as drawn up accords with these principles. It is up to date with the full objectively assessed needs being based on autumn 2010 housing and employment forecasts, although provision is set at a slightly lower level which accorded with the adopted Regional Spatial Strategy – East of England Plan 2008 (EoEP now revoked). To address the deficit, the Core Strategy therefore contains a commitment to commence a review by 2015 when new census data will be available and the state of the economy nationally and locally can be re-assessed. The review will commence with the publication and consultation of an ‘Issues and Options’ document which will extend the plan period and the required scales of development, forward to 2031.

Regional (Sub-National) Policy

Regional Spatial Strategies have now been abolished using the powers under the Localism Act and with them the wider than local context within which planning for Local Planning Authorities will take place. In recognition of this fact, the Localism Act contains a “duty to co-operate” to ensure that local authorities and other service providers work together on more strategic issues. The Core Strategy identifies a number of topics which will need to be addressed at this wider level e.g. the impact of development on the strategic road network.

The Regional Spatial Strategy – East of England Plan (EoEP) which previously provided the strategic planning framework for Suffolk Coastal Core Strategy as it evolved, was revoked on 3rd January 2013. The information it contained and the evidence base behind it, have however been taken to provide the common basis for strategic planning, in the short term, until alternative arrangements are in place.

Other strategic issues will be taken on by the new Local Enterprise Partnerships (LEP’s), The New Anglia LEP covers Suffolk and Norfolk. The Essex, Kent and East Sussex LEP which operates immediately to the south of the district is also expected to be of relevance in relation to the wider Haven Gateway Area (see Map 2).

Ipswich Policy Area (IPA) (within Suffolk Coastal forms part of the wider Eastern Ipswich Plan Area)

The Ipswich Policy Area is a long-standing sub-regional designation. It incorporates the whole of Ipswich Borough together with parts of Babergh, Mid-Suffolk and Suffolk Coastal District Councils which abut the Ipswich Borough boundary. It reflects the fact that Ipswich, the county town for Suffolk, exerts an influence which extends beyond the administrative boundary of Ipswich Borough. It is these functional and cross-boundary inter-relationships which continue to be supported by each of the relevant local planning authorities through their individual Core Strategy documents. Within Suffolk Coastal, the omission of the parish of Westerfield from this original designation appears as an anomaly and its inclusion is the only change proposed in terms of how the IPA is defined. For consistency and for ease of reference and cross-boundary co-operation, **Map 1** at the back of this document shows the IPA as defined in the former EoEP but with Westerfield now included. An Ipswich Policy Area Board has been set up and its operating remit redefined to better facilitate working under the new “duty to co-operate”.

Haven Gateway – Haven Gateway Partnership (HGP)

This public private sector partnership was established in 2001 to recognise the common interests of 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 funding under that strategy. The former EoEP identified the HGP as a key component in the implementation and delivery of the strategy for the Haven Gateway area and as such it is important particularly in the context of employment and job creation and wider transport issues. The role of this organisation will change over the lifetime of the Core Strategy. Fundamental to its existence is the fact that it sits across two Local Enterprise Partnership areas – New Anglia which covers Suffolk and Norfolk, and that covering Essex, Kent and East Sussex. It is currently anticipated that the Haven Gateway Partnership (this Partnership) will continue to have a role as a delivery vehicle for the two LEPs but operating at a wider than local level. **Map 2** shows the extent of the Haven Gateway area. Its definition is important particularly in the context of employment, job creation and wider transport issues.

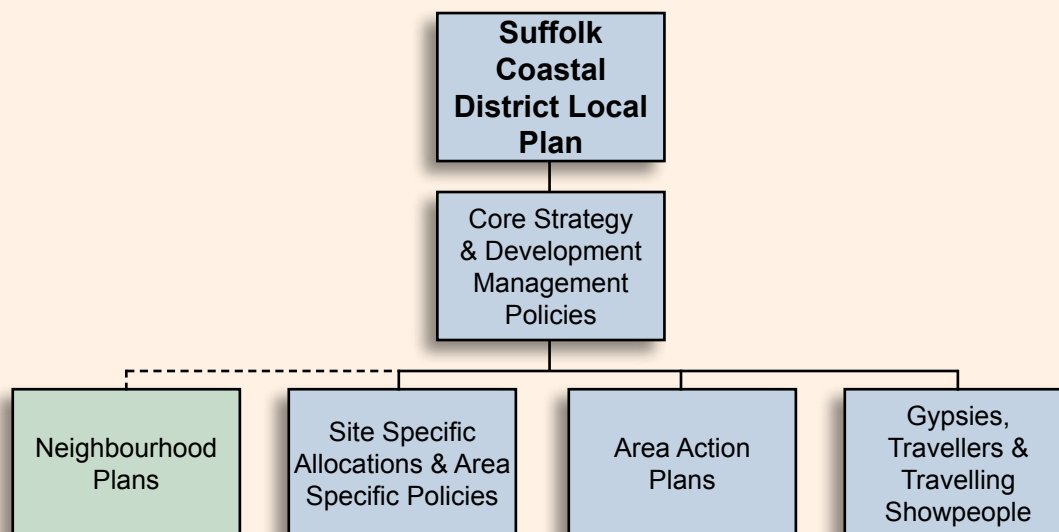
How to Use this Document and What is its Status

The 'new' Local Plan

The new Local Plan (formerly known as the Local Development Framework or LDF) will set out the spatial policies, guidance, land use designations and site allocations against which all planning applications and other development proposals will be assessed.

The new Local Plan will be made up of the following documents:

- **Core Strategy & Development Management Policies DPD** sets out the strategic vision for the district and our communities. This also includes the Development Management Policies which will be used in the determination of planning applications.
- **Site Specific Allocations & Area Specific Policies DPD** will contain the policies applying to specific sites, locations and areas within the district. It will also allocate land for development, covering a variety of uses from housing, to new sites for employment and retail uses.
- **Area Action Plan DPDs** are documents focusing on the future development of specific towns or areas, with a specific focus on regeneration.
- **Gypsies, Travellers & Travelling Showpeople DPD** will allocate land to accommodate the identified housing needs of the Gypsy, Traveller and Travelling Showpeople communities.
- **Neighbourhood Plans** are documents prepared by Town and Parish Councils and contain specific policies for an individual parish, or group of parishes. They are required to be consistent with the NPPF and this Core Strategy.
- **Proposals Map** shows adopted policies in a geographical format and will be updated as each document is adopted. The Proposals Map will initially be derived from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations). Amendments resulting from this Core Strategy are set out in Appendix D.



The following have been prepared to support and assist the new Local Plan and will be updated over time:

- **Statement of Community Involvement** sets out how and when you can influence new planning documents and the ways in which you can comment on planning applications and other forms of consent.
- **Local Development Scheme** setting out the range of planning documents that will be produced and the timetable for their preparation.
- **Monitoring Report** which outlines the progress made in the production of planning documents, the performance in implementing development plan policies and other important indicators and statistics for the district.
- **Supplementary Planning Documents** will be prepared or up-dated to provide further detailed guidance to support the development plan documents.

- i) The Core Strategy is a Development Plan Document (DPD) which forms part of the new Suffolk Coastal District Local Plan. It covers the period 2010 to 2027. It covers a wide range of issues, but not those relating to minerals or waste, for which separate DPD's are produced by the County Council.
- ii) The Core Strategy is the first of the development plan documents to be produced, setting the principles and providing the context for those more detailed documents which will follow. As such, it should be possible using the information and policies contained in the Core Strategy, to tell, at least in principle, if a development proposal, whatever its size, type or location is acceptable or not. It will, nonetheless, still be necessary to look at more detailed individual circumstances each time.
- iii) On adoption, the Core Strategy replaces a significant number of the "saved" policies from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) These are listed in Appendix C. For these strategic matters, the Core Strategy becomes the Development Plan for the District and planning applications will be expected to accord with these policies.
- iv) The remaining "saved" policies from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) will continue to be part of the Development Plan until such time as they are replaced by policies in any later site specific development plan document. The weight which may be given to them will however depend upon the extent to which they accord with the 2012 National Planning Policy Framework (NPPF) Specific advice on this matter is provided in Annex 1 of the NPPF.
- v) All policies together 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. 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.
- vi) This document contains both Strategic and Development Management Policies. Where there is a direct relationship, this is indicated in the Policy Overview. Similarly, the evidence base that justifies a particular policy or the text associated with it is noted as appropriate.
- vii) Further information relating to the LP for the Suffolk Coastal area including the supporting evidence can be found at www.suffolkcoastal.gov.uk.
- viii) Of particular interest to and as a starting point for many people when looking at this document for the first time, 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" (Policy SP19 & Tables 4.1 & 4.2). 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 (SP19) WORKS and where to look in this document

STEP 1

See page 61 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 2

Locate a specific settlement within the hierarchy classification.

See page 62 for **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 3

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

See page 63, 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 66 and Policy SP20
- **Felixstowe** – page 71 and Policy SP21
- **Aldeburgh** – page 77 and Policy SP22
- **Framlingham** – page 78 and Policy SP23
- **Leiston** – page 79 and Policy SP24
- **Saxmundham** – page 80 and Policy SP25
- **Woodbridge** – page 80 and Policy SP26

STEP 4 Key Diagram

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

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

Other key tables and diagrams within this document

Key Diagram

How much housing is needed between 2001 and 2027

Page 26

How the housing will be distributed across the district

Page 29

How the policies will be monitored

Page 126



1

SCDC

INTRODUCTION

THE LOCAL PLAN (LP) PREVIOUSLY KNOWN AS THE LDF

1.01 Under the current system, the LP when completed will consist of a suite of documents that will replace in total the “saved” policies from the increasingly outdated Suffolk Coastal Local Plan.

1.02 For the present, however, the Development Plan as it relates to the Suffolk Coastal district comprises:

- Suffolk Coastal District Local Plan - Core Strategy and Development Management Policies Development Plan Document 2013;
- Remaining “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); and
- Suffolk Waste Core Strategy DPD.

1.03 In addition to these, National Planning Statements (e.g. ports and energy); the National Planning Policy Framework (NPPF) and associated Planning Policy for Traveller Sites and recent ministerial statements are material considerations in the determination of development proposals. Local community plans such as parish plans may also be of relevance where they exist.

1.04 During the evolution of this document the enactment of the Localism Act brought in three major changes:-

- The abolition of the Regional Spatial Strategies and with it the abolition of “saved” Structure Plan policies; (EoEP revoked 3rd January 2013);
- The introduction of Neighbourhood Plans (Regulations 2012); and
- A new National Planning Policy Framework (NPPF published 27th March 2012).

1.05 This Core Strategy as it evolved through public Examination has had to take these changes into account insofar as it is able. This includes a commitment to working with partners on cross boundary issues and with other service providers where appropriate, fully embracing the “duty to cooperate” and the different working relationships which the localism agenda will bring. Four key cross boundary relationships are highlighted through the Strategy:

- The Low Carbon Energy Corridor stretching from Sizewell north to Lowestoft;

- To the south west with Ipswich, the county town and a regional centre;
- The A14 corridor stretching westwards from Felixstowe; and
- Haven Gateway sub-region.

In addition, the coastal area north from Felixstowe to Flamborough Head is part of the first Marine Plan area to be identified.

1.06 For most issues the District Council is the appropriate local planning authority. For matters relating to minerals and waste however this responsibility lies with the County Council. The anticipated increased role for community led planning, and more specifically for those communities who decide to pursue the Neighbourhood Plan option, will provide new opportunities for them to both allocate land for specific uses and determine planning applications where they accord with this Core Strategy.

Purpose and Content of the Core Strategy

1.07 The Core Strategy is the first document to be produced as part of the Local Plan 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.

1.08 The theme at the heart of the LP 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 providers, and others, to ensure that where development is proposed it can be fully supported. For this reason, in an area as diverse as Suffolk Coastal, 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.

- 1.09 The Core Strategy will be followed by other specific and more detailed area-based documents that constitute the remainder of the LP for Suffolk Coastal district. Supplementary Planning Documents will be prepared or updated, 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 provision. Where appropriate, the Council will also support the production of technical guidance or other local protocol where it has wider than local application e.g. calculation of education contributions. 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. A programme for their preparation is contained in the Council's Local Development Scheme (November 2012). Reference will also be included to Neighbourhood Plans where agreement to proceed has been agreed between the Local Council as Planning Authority and the relevant community group.

The Preparation Process, including Public Consultation

- 1.10 The Statement of Community Involvement (adopted July 2006) sets out how the Council will involve the community in the preparation of all the LP 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 six separate rounds of public consultation prior to its submission for independent examination, plus numerous workshops and sessions with Town and Parish Councils.
- 1.11 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);
- Reviewed Core Strategy (Nov. 2010);
- Update to both Sustainability Appraisal and Appropriate Assessment supporting documents (August 2011);
- Consultations arising as part of the Examination process (2012-2013).

- 1.12 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.

National and Regional Planning Guidance

- 1.13 The Core Strategy has been drawn up to broadly conform with a wide range of national, regional and local policy documents, as well as related statutory procedures. However, this has meant having to deal with the evolving situation with regard to existing and proposed future national and regional planning guidance as set out in the Preface. The approach adopted has therefore been to reflect the Government's "future direction of travel" as far as possible.

National Planning Guidance – National Policy, Ports and Energy

National Policy Statements

- 1.14 National policy statements have been issued on a number of topics. Of particular relevance to Suffolk Coastal are those relating to Ports, Energy (EN1) and Renewable Energy Infrastructure (EN3).

National Planning Policy Framework (NPPF)

- 1.15 The NPPF and the associated Planning Policy for Traveller Sites sets out the Government's national policies on different aspects of spatial planning in England. The NPPF covers a wide variety of topics, foremost amongst which is the requirement to ensure that sustainable development is delivered through planning at the local level. The Core Strategy is required to accord with the NPPF. It is also a material consideration in the consideration of planning applications and enforcement. In relation to plan-making and the presumption in favour of sustainable development "this means:
- Local planning authorities should positively seek opportunities to meet the development needs of their area;
 - Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change; unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted.”

1.16 The strategy put forward in this Core Strategy, including the commitment to a review of the document to commence by 2015, has been positively prepared in accordance with the NPPF.

Former Regional Guidance

1.17 Regional guidance in the form of the Regional Spatial Strategy – East of England Plan 2008 (EoEP) and its associated revision relating to Accommodation for Gypsies and Travellers and Travelling Show People in the East of England 2009, formed an important strategic framework within which this Core Strategy evolved. At the time the Core Strategy was submitted for independent examination, it was expected to be broadly in accordance with those documents in order for it to be found sound. At the same time, the Core Strategy was required to be in conformity with the NPPF which was published in final form in March 2012 just prior to the Core Strategy being submitted for independent examination.

1.18 In addition to setting the broad scales of housing and employment for the districts and the sub-regional areas for the period 2001-2021 the EoEP provided the framework, supported by evidence, for strategic planning matters e.g. impact of development on the strategic road network.

1.19 Regional Guidance for the East of England was revoked on 3rd January 2013. Notwithstanding this fact, it continues to provide the common basis for matters of more than local significance under the “Duty to Co-operate” introduced in the Localism Act 2011. The mechanisms for taking this duty to co-operate forward, and in particular identifying what needs to be done to address and update planning matters of more than local significance will take time to evolve. The Council will work positively with identified partners to ensure that this is undertaken in a timely fashion.

1.20 The effect of the revocation on the Core Strategy has been limited as the Council took the opportunity offered in 2010 to review its housing and employment requirements, when the Coalition Government first indicated that the regional tier of planning was to be abolished. The strategic levels

of housing and employment set out in this Core Strategy, and the commitment to a review of the Core Strategy to commence by 2015, represent the locally determined approach to development in the district to 2027. At the same time, the strategy it contains acknowledges the reality of the situation with regard to the wider Ipswich Policy Area as a cross boundary matter and the relevance of information contained in the former EoEP as the basis for cross boundary working. Other key areas that Suffolk Coastal has identified as being ones where a “duty to co-operate” will be essential include road and other infrastructure provision.

Sustainable Community Strategy

1.21 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). With the changing roles, responsibilities and funding arrangements within the public sector, the role of the LSP in co-ordinating action is set to increase.¹

1.22 The Sustainable Community Strategy plays a key role in informing the preparation of the LP. The LP is expected to provide a “spatial” or land use means of implementing it.

1.23 In light of the available evidence and an evaluation of the challenges and opportunities that face the district, the Suffolk Coastal LSP identified ten key issues for the district that need to be addressed by 2021. Crucially, it 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**

1.24 The Partnership considered 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**

¹ Footnote: from April 2013 the Suffolk Coastal LSP will close and the new East Suffolk Partnership (ESP) will bring together all the key local organisations across Suffolk Coastal and Waveney to replace the districts’ two Local Strategic Partnerships and take on their role of promoting and improving the economic, social and environmental wellbeing of the East Suffolk area.

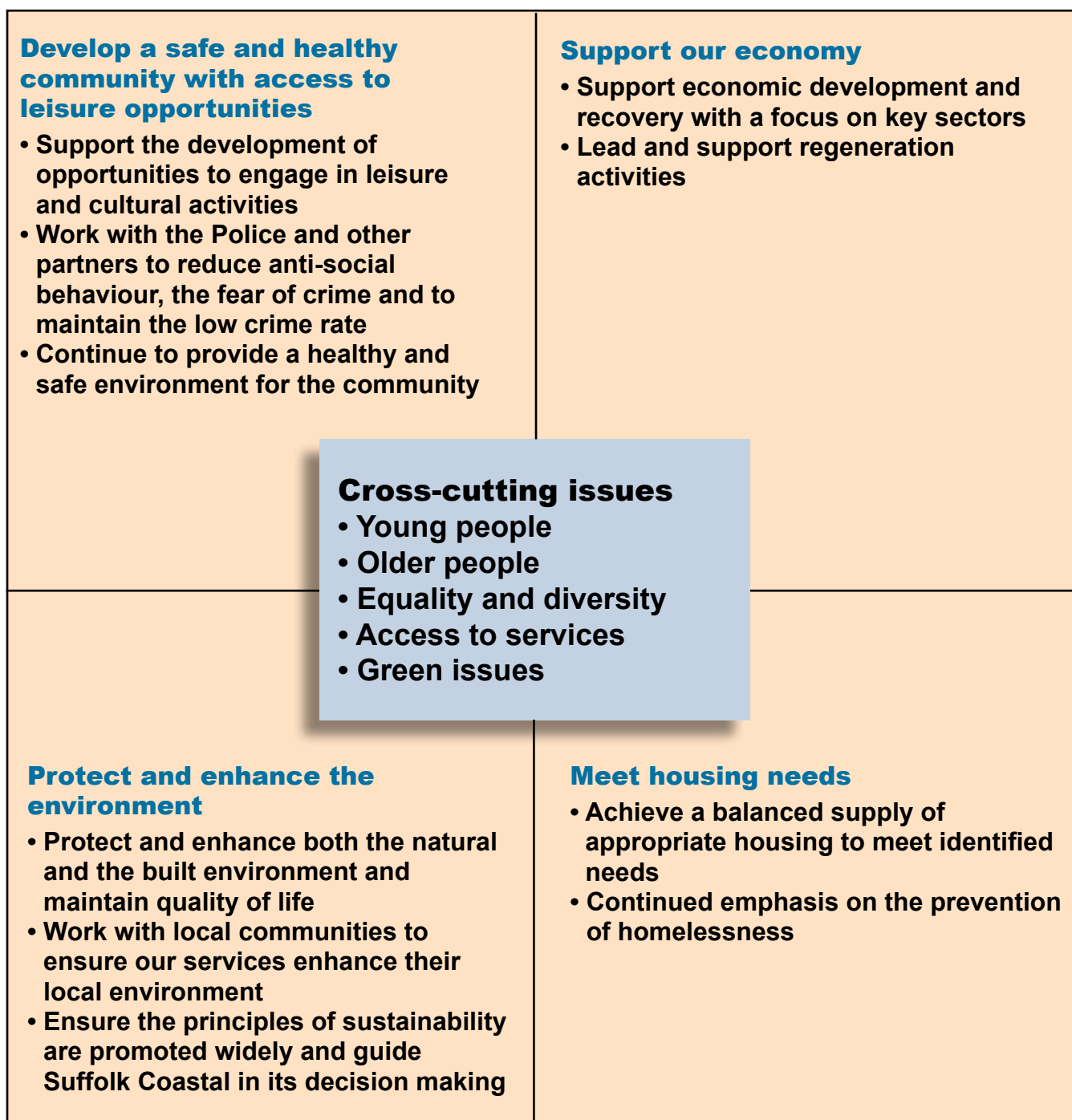
- 9. Housing
- 10. Support for vulnerable people to live independent lives in their community

“Want to live and to invest, Care for others and the Environment”

Suffolk Coastal District Council’s Own Overall Vision and Priorities

1.25 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:

1.26 The Council’s goal is, with the help of 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

1.27 Sustainability Appraisal (SA) is a mandatory process under the Planning and Compulsory Purchase Act 2004 for the production of LPs. It is an iterative process which has been used to inform the preparation of the Core Strategy. This process ensures that wider social, environmental and economic effects of the policies and proposals contained within the adopted documents are fully assessed, to identify where changes or amendments to policies may be required. The latest update of the Sustainability Appraisal which accompanies this document was undertaken in May 2013. The Sustainability Appraisal is part of the evidence base of the LP and is provided as a separate document. A copy of this and all previous SA documents are available for viewing or downloading from the Council's website: www.suffolkcoastal.gov.uk.

1.28 The Council has also undertaken a series of Appropriate Assessments (AA) of the Core Strategy as it evolved and as required by the EU Habitats Directive in order to be satisfied that the proposals and policies it contains will not adversely affect the integrity of European sites designated for their nature conservation importance. These AA's confirm that the likely significant impacts arising from the major developments can be successfully mitigated. The latest AA is dated June 2013. That AA together with those previously undertaken is available for viewing or downloading on the Council's website as noted above.

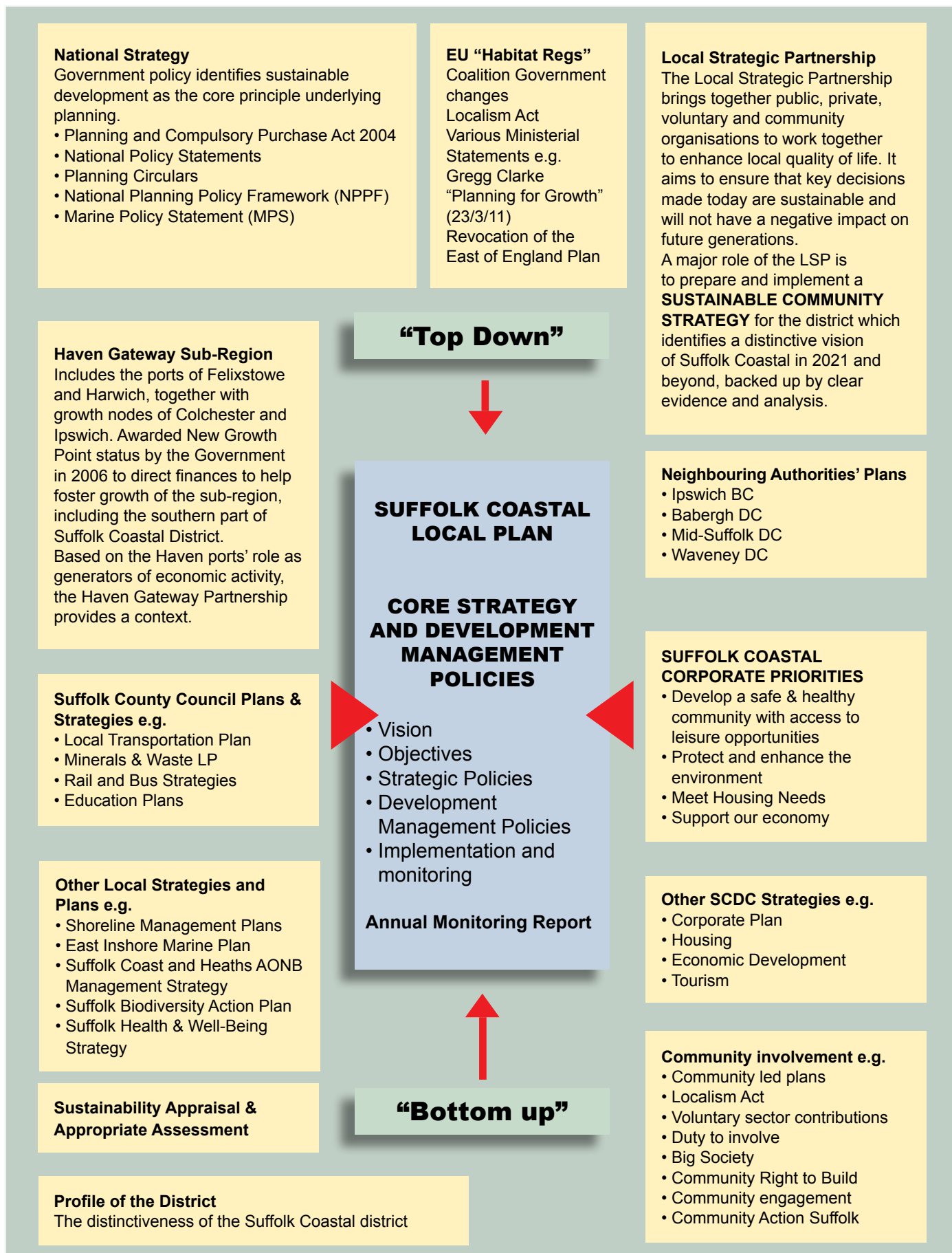
Inter-relationships

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



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Policies, Plans and Strategies: Context of the Local Plan



2

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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 will be subject to change. 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 also contains key sectors that are expected to do well in the longer term and 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 two years to 2010 (the base date for this Core Strategy) averaging less than 250 actual completions across the district annually. At its peak in 2006/07 completions totalled some 1,150. This drop in completions 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 and the allocation of new sites will now follow the adoption of this Core Strategy. The effect on housing delivery has meant that completion rates are expected to remain relatively low certainly in the short term. Providing the context within which new housing can again come forward either as allocations in site specific development plan documents or as windfall sites which nonetheless accord with the scale and distribution set out in the Core Strategy is a key function of this document.

2.07 Such uncertainties as a result of the continuing recession in both the short and potentially the medium 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. That review will commence with the publication of an 'Issues and Options' document by 2015. At this 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 (2010 base date) due to a policy of restraint.

- 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 have 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. The number of locally available apprenticeships is also set to increase.

- 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 Homes 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. The 2006 Suffolk Coastal Local Housing Assessment identified a need in the next few years to deliver a substantial amount of new homes to meet the need for affordable homes (see paragraphs 3.51 - 3.56 for definition) in the district. It identified a need for some 24% of all new homes to be affordable. 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



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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 a majority of 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 authorised sites within the district to meet these needs although a dialogue has been opened up with the various groups to take this matter forward.
- 2.16 The district is also home to a substantial military community at Rock Barracks, Sutton Heath near Woodbridge. This is expected to remain.
- 2.17 The district attracts many second homeowners (4% of the total dwellings in 2010) 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;

- Lack of authorised sites for Gypsies and Travellers;
- 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.

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 (now former) EoEP (in future to be the role of the local authority) are planned with the required infrastructure. Focus needs to be placed on the Ipswich Policy 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 (Oxford Economics Suffolk Coastal Profile & Outlook 2010):
- (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 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 from Sizewell 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
 - (iv) 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 including Innovation Martlesham. 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 recognised organisations such as Aldeburgh Music. Agriculture and associated businesses also form an important employment sector. Overall the employment sectors within Suffolk Coastal complement those within neighbouring Ipswich Borough as evidenced in the Strategic Housing Market Assessment.
- 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 (2007) University Campus Suffolk (UCS) 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. Improved provision is being actively pursued at the local level. One of the issues that affect 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. More generally quality of life is becoming more dependent on remote and social interaction. Adequate broadband speed is a significant factor in providing services such as remote health tele-services and cultural access to platforms such as HD TV, interactive services and other forms of social interaction and networking.

Haven Gateway Sub-Region

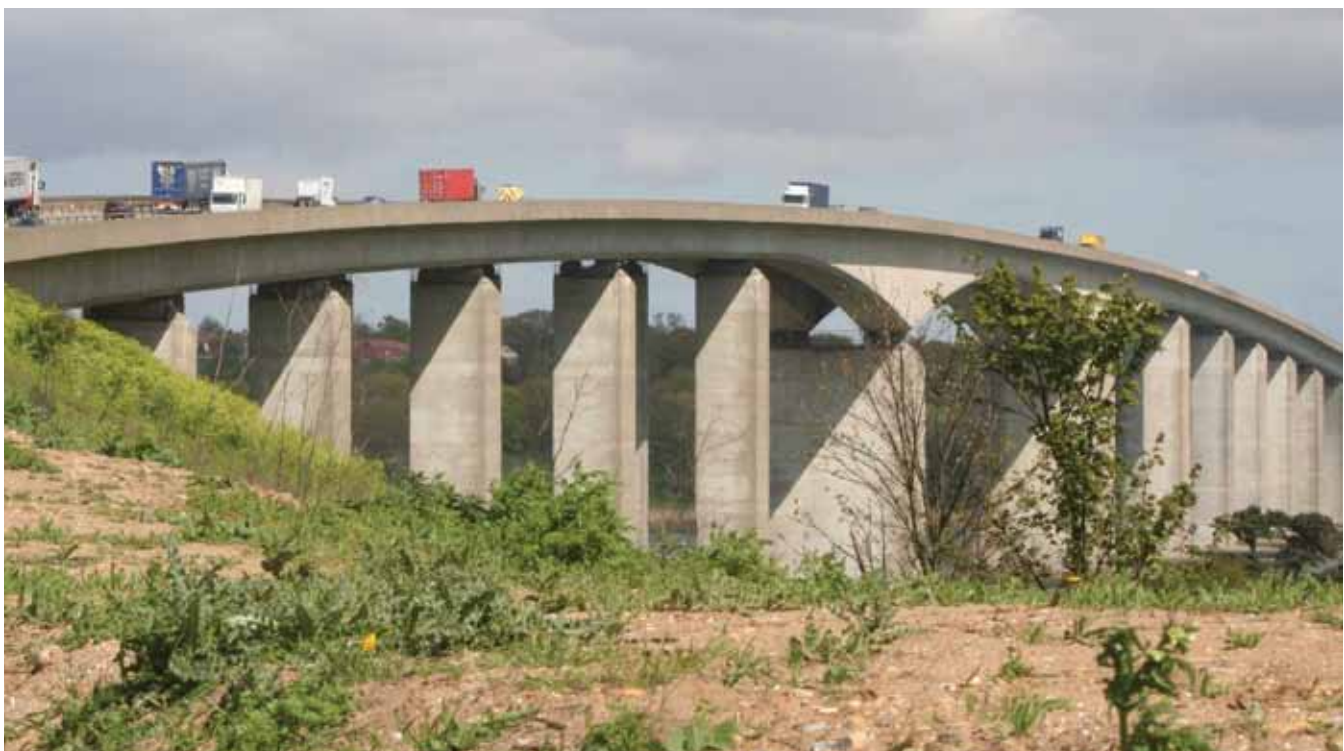
2.26 The southern part of Suffolk Coastal district lies within the Haven Gateway sub-region (see Map 2). The sub-region includes the areas of Suffolk and Essex immediately around the ports of Felixstowe, Harwich, Ipswich and Mistley together with the growth areas of Colchester and Ipswich. It was awarded 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 in its current form will change as may the funding opportunities it attracts. 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
- Balancing 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 emissions. 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 for HGV's. 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. Current policy emphasis however is on managing the capacity of the network.

- 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 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 agreed for the port of Felixstowe. The commitment to improving the service on the East Coast Line, was fully realized in December 2012 with the up-grading to an hourly service, between Ipswich and Lowestoft.
- 2.33 Relatively 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

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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 although gaps remain within both the cycle and footpath networks. The rights of way network (both footpath and cycle path) 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 Area’ (AQMA) 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, historic 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 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 Union 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 34 Conservation Areas and approximately 2,700 buildings Listed of Architectural or Historic Importance in the district. The district has a rich archaeological legacy, including Sutton Hoo. More generally, the district also contains an extensive military legacy, a number of historic parks and gardens and model farms, all of which contribute to the historic landscape.
- 2.40 The exceptional quality of the natural, historic 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. The Climate Act 2008 commits the UK to reduce Carbon emissions by at least 80% by 2050 against 1990 baseline. 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. Being situated within East Anglia, Suffolk Coastal is already part of the driest areas of the country.
- 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 publication in July 2011 of the National Policy Statement for Nuclear Power Generation (NPS – EN6) has confirmed that Sizewell is one of a number of sites which are considered potentially suitable for accommodating new nuclear provision. Any proposal will be submitted to the Planning Inspectorate (or successor body) under the Planning Act 2008, with any decision being taken by the Secretary of State, 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 139km of tidal edge in the estuaries. As a result of climate change, the coastline is the subject of pressures from rising sea levels and 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 parishes with populations ranging from a handful to several thousand people, each containing one or more communities of various size and character 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 LP.

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.

- 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.*

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;



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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 extensive 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 whom are reliant upon a thriving agricultural industry, will be recognized and managed.

- 3.07 The new Marine Management Organisation (MMO) has for the first time introduced the concept of marine planning in England. 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 Planning Authority (to the low water mark) and the LP must have "due regard" to the Marine Plan. This new and evolving concept of a Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. The LP will be integrated with the Marine Plan providing a consistent approach for the land, inter-tidal and marine areas.
- 3.08 Significant investment will have been made in the creation and establishment of a green infrastructure network across the district, but primarily between the outskirts of Ipswich and the Deben Estuary and on the edges of Felixstowe and the Trimleys. This will be for the benefit of wildlife through the provision of green corridors, and by providing alternative recreation/leisure space to the estuary itself, for residents and tourists.

Housing and the Economy

- 3.09 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.
- 3.10 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.
- 3.11 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. 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.

- 3.12 A range of new homes will be provided, including those for sale, for private rent or more affordable housing, such as affordable and social rent. Land for new homes will be provided by means of specific housing allocations through the LP 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.
- 3.13 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

- 3.14 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.
- 3.15 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 LP. One of the roles of the LP 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 access to decent homes.

THE OBJECTIVES AND STRATEGIC POLICIES

SUSTAINABLE DEVELOPMENT

Objective 1 – Sustainability

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

3.16 *Summary Outcome: A more sustainable environment.*

3.17 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 as set out in the National Planning Policy Framework (NPPF). 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 (Policy SP12) and Settlement Hierarchy (Policy SP19), comprise the foundations around which the Core Strategy framework is built.



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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 in and around built-up areas, 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 areas natural historic 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.

Footnote: 'Built-up areas' in this context means settlements with physical limits boundaries.

3.18 Policy SP1 sets the framework which has guided the development strategy for the district to 2027. The following policy sets out the Council's approach to the consideration of individual development proposals which accord with that strategy and NPPF.

Policy SP1A – Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted*.

*Footnote: *For example those policies relating to sites protected under the Birds and Habitats Directives (NPPF paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Local Green Space; and Area of Outstanding Natural Beauty; Heritage Coast; designated heritage assets and locations at risk of flooding or coastal erosion.*

HOUSING

Objective 2 – Housing Growth

To meet the minimum locally identified housing needs of the district for the period 2010 to 2027, taking into account existing and future economic, environmental and social opportunities and constraints.

3.19 **Summary Outcomes:** *Provision of at least 7,900 new homes across the District over the period 2010 to 2027. Provision in the form of allocations will be made sustainably and in accordance with the Settlement Hierarchy (Policy SP19 and accompanying Tables 4.1 and 4.2 and Policies SP20 – SP29). Specific sites will be identified in the Site Specific Allocations Development Plan Documents which will follow the Core Strategy, including those in the form of Area Action Plans or Neighbourhood Plans. These will be supplemented by other small scale provision for example in the form of infill development, or in the form of rural exceptions in accordance with Policy DM1 which can occur at any time. Overall, the provision of new homes will be related to employment, new and improved services, facilities, transport and other infrastructure or in support of an otherwise identified local housing need. An early review of the Core Strategy will be undertaken commencing by 2015 with the publication of an Issues and Options Report. This will identify an updated, evidenced, scale and distribution of housing and employment land to meet the needs of the district to 2031, taking advantage of the full 2011 Census information.*

3.20 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. 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.

3.21 In addition, across the rural areas, the introduction of the rural cluster Policy DM4, the introduction of one in three market housing in Policy DM1, and the acceptance of the subdivision of larger dwellings where this would meet a local need in Policy DM3, will provide some further small scale opportunities for new housing provision.

Housing Numbers – Assessing Need and Supply

3.22 The number of new homes to be provided over the period to 2027 has been determined at the local level. It is in essence a two stage process, which involves:-

- 1) An objective assessment of future housing needs based on modelled projections of demographic and socio-economic data: and
- 2) Secondly policy judgements are applied to identify the available supply of housing, taking account of environmental constraints.

3.23 Linked to this, the Strategic Housing Land Availability Assessment (SHLAA) provides specific details in relation to the availability of potential housing sites (i.e. housing land supply). The Strategic Housing Market Assessment (SHMA) provides additional information in relation to the types of homes which are needed based on the characteristics of population and affordability.



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Table 3.1 Assessing housing need.

<p>Stage 1 – identify objectively assessed need</p>	<p>a) Identify changes within the population – including births, deaths, migration in and out of the area, household size and make-up; age structure.</p>	<p>Modelling work originally undertaken in support of the former EoEP; confirmed 10,200 new homes needed for the period 2001-21. The projected residual need requirement for Suffolk Coastal is 7,900 from 2010 – 2027.</p> <p>Updated in 2010 by Oxford Economics (OE) forecast modelling; Identified 11,000 new homes needed for the period 2010-27.</p>
	<p>b) Identify and understand what is happening with the local economy and the impact on it of decisions taken at national and international level.</p>	
	<p>c) Combine data to provide forecast of number of new dwellings likely to be required (objectively assessed housing need).</p>	
<p>Stage 2 – identifying available supply</p>	<p>d) Identify land suitable for housing.</p>	<p>Including SHLAA sites identified in 2010, total suitable supply could amount to around 10,370 dwellings (from all sources). New call for sites will be made prior to work on the site specific allocations development plan documents.</p>
	<p>e) Apply judgements in relation to identified patterns of sustainable development in accordance with the core planning principles identified in the NPPF and test capacity of sites to accommodate new dwellings against objectively assessed need.</p>	<p>Taking into account current constrained supply, the CS proposed housing figure is at least 7,900 new dwellings between 2010 and 2027. A review of the CS will commence by 2015 to consider and identify land to meet the current acknowledged shortfall between the locally assessed requirement and the OE objectively assessed need as part of evidenced need for the district to 2031.</p> <p><i>Note: the former EoEP required about 3,200 new dwellings in the IPA area by 2021. The Council remains committed to ensuring that this will be achieved.</i></p>

3.24 The Core Strategy has evolved over a number of years. The starting point for assessing housing need was originally the work completed and tested in support of the former EoEP with which the Core Strategy was previously required to conform and with which, the Council were fully in support. The former EoEP document identified new housing and job provision and also the necessary level of infrastructure to support it. Whilst that document has now been revoked, its contents and the evidence which supports it remains the common basis on which to take forward strategic planning in the short to medium term under the “duty to co-operate”.

3.25 The former EoEP required the Council to plan for a minimum of some 10,200 new homes in Suffolk Coastal over the period 2001-2021. This provision was split between the Ipswich Policy Area (IPA) (around 3,200 new homes) and the rest of the district (7,000 new homes). The IPA designation recognises that not all of the objectively assessed

housing need for Ipswich can be accommodated within its administrative boundaries.

3.26 A housing distribution strategy was determined to meet this level of need and finally agreed by the Council in March 2010. The former EoEP annual requirement of 510 homes per year was rolled forward beyond 2021 to enable the Council to identify a 15 year housing land supply within this Core Strategy. A continuation of the 510 per year results in an overall requirement (from 2010 to 2027) of some 8,670 new homes. A good record of housing delivery over the period from 2001 had however exceeded requirements and by 2010 (the base date for this Core Strategy) the residual annual rate of completions to meet that identified need had dropped to 465 per annum.

3.27 In response to changes to the planning regime announced in 2010, the Council took the opportunity to update and review its housing requirements. New, updated forecasts were commissioned from

Oxford Economics (OE). That forecast model identified a total housing need for the district for the period 2010 to 2027 of some 11,000 new homes (610 per annum). The projection also includes an element for vacant and second homes based on historic trends. It is this figure (11,000), which is taken to represent the current full, objectively assessed housing need as required by paragraph 159 of the NPPF.

3.28 Critically, this review looked only at housing numbers. It did not involve any change to the housing distribution previously agreed which had been drawn up on the principles of sustainable development and sustainable communities. A dwelling led approach has therefore then been applied to that objectively assessed need, based on the supply of land identified as being suitable and available over the plan period and which accords with the housing distribution agreed in 2010. To do otherwise would have required a fundamental review of the Core Strategy at that stage and further delays to the adoption of the Core Strategy contrary to government advice. The adopted approach to the supply and distribution of land for new homes is therefore accompanied by a commitment to commence a review of the plan by 2015. The proposed review will begin with the publication of an 'Issues and Options' document and look to identify land to meet the acknowledged shortfall in provision compared to assessed need as well as any additional need arising by extending the plan period to 2031. This review date may be brought forward if this makes sense under "duty to co-operate". Table 3.2 shows that the strategy can deliver at least 7,900 new homes over the 17 year plan period.

3.29 This dual strategy (constrained allocations + plan review) represents a pragmatic but nonetheless positive and properly planned approach to housing delivery in support of projected economic growth. This also includes a commitment to continuing to meet the former EoEP identified housing need for the Suffolk Coastal section of the IPA.

3.30 In the longer term, a review will enable sufficient additional land to be identified against updated objectively assessed housing needs for the period to 2031. Those needs will have been re-assessed using information from the Census 2011 and updated information regarding performance of the local economy, particularly those sectors which have been identified as being of national significance. It is likely for example, that a decision will have been made with regard to any additional new nuclear development at Sizewell at that point.

3.31 Critically, it will enable the scales of new development (housing and employment) to be planned for on a wider strategic level under the "duty to co-operate" following the dismantling of the regional tier of policy making. Not least, specific consideration will need to be given at this stage to the capacity or otherwise of the strategic road network, work which will need to be done in conjunction with neighbouring authorities. The long term direction for housing growth or areas of search will need to 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 transport infrastructure. Longer term strategic decisions in relation to the capacity of the A14 Orwell Bridge will be an important factor in this regard (see Policy SP10). Individual and cumulative impact of development on the districts Natura 2000 sites which are of international importance for their nature conservation interest will also continue to require a wider strategic approach to future levels of development.

3.32 It will be noted that windfall is expected to provide a significant contribution towards overall housing provision. In a district as varied and as geographically large as Suffolk Coastal, this type of generally small, incremental provision is to be expected. Historic evidence confirms that this is the case. Typically, (but not exclusively) these types of sites in Suffolk Coastal are re-development of single large residential plots at a higher density; conversions of other types of building to residential use; or the sub-division of larger premises into a smaller number of flats.

Table 3.2 Calculating housing supply available

(a) Outstanding planning permissions deemed deliverable as at April 2010 (discounted by 10%)	1,480
(b) Identified brownfield potential (sites within existing physical limits boundaries)	230
(c) Outstanding housing allocations from previous Local Plan	80
(d) Estimated windfall (unidentifiable supply)	850
(e) SHLAA theoretical capacity	7,730
(f) Total available housing supply (2010 – 2027) (a + b + c + d + e)	10,370

- 3.33 In the short term however, between adoption of the Core Strategy and the adoption of the subsequent site allocations document (2015), larger housing sites will need to be brought forward to achieve a five year housing land supply. These sites also technically comprise “windfall” but will still be expected to accord with the principles, scale and distribution of development set out in this Core Strategy. In essence, they are sites which, but for timing, would have been allocated in the normal way.
- 3.34 The role of the Core Strategy is to set the principles which will guide future development in terms of scale and broad location. It is the role of the site allocations 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 inform the review regarding the need for further allocations.

Strategic Policy SP2 – Housing Numbers and Distribution

The Core Strategy will make provision for at least 7,900 new homes across the district in the period 2010 to 2027 as set out in Table 3.3.

Land for new homes will be distributed in accordance with the Settlement Hierarchy (SP19), which is itself drawn up on the principles of sustainable development and sustainable communities.

New homes identified by means of specific allocations will be phased at a rate commensurate with the provision of any necessary new and improved infrastructure provision. For those areas where nature conservation issues are screened as important, phasing will also need to accord with agreed mitigation.

Further provision of new homes is expected to come forward across the plan period by means of windfall provision. This is likely to include small scale infill, conversions, or redevelopment of sites at a higher density; or by means of other small scale rural community led schemes for example new Community Right to Build or other rural exception provision. These types of schemes do not require specific allocation through the Local Plan but still have the potential to provide a mix of affordable and open market housing. It is anticipated that this unidentified housing supply could amount to around 50 homes per year.

An early review of the Core Strategy will be undertaken, commencing with the publication of an Issues and Options Report by 2015 at the latest. The review will identify the full, objectively assessed housing needs for the District and proposals to ensure that this is met in so far as this is consistent with policies in the National Planning Policy Framework.



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Housing Distribution

3.35 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.

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

- car dependency should be reduced by locating housing closer to employment, education, health facilities, shops, leisure and local facilities;
- the majority of new development should be located in and adjacent to the main urban areas;
- the role of market towns and large villages in providing employment and services to a rural

- hinterland should be sustained;
- careful examination of how a community or group of communities function is required; and
 - 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 (Policy SP19), which identifies a range of settlement types throughout the district, and considers the development potential appropriate to each type. Table 3.3 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 through the strategy 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 by means of a commitment to a review which will appraise any new and updated evidence and if necessary plan for additional homes when required, in a distribution that meets longer term strategic planning objectives.

3.37 The following two tables summarise the Settlement Hierarchy and the distribution and anticipated sources of new homes within it. The detail can be found in Section 4 The Spatial Strategy.

Table 3.3 – 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
Windfall (unidentified provision)*	Included in total to right	Included in total to right	Included in total to right	Included in total to right	Included in total to right	850
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.)	100	7,900 (465 p.a.)
% of new dwellings total	29%	22%	19%	17%	-	100%**

* Note: Some additional provision may come forward in the period to the adoption of a relevant site specific allocations document which will be considered having regard to the policies in the NPPF and other specific policies in this Core Strategy.

** Due to rounding figures may not total 100%

Table 3.4 – 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	29%	136	14,505	22%
Felixstowe Walton & the Trimleys	13,763	24%	1,760	22%	104	15,523	24%
Market Towns	11,789	20%	1,520	19%	89	13,309	20%
Key & Local Service Centres	16,771	29%	1,350	17%	79	18,121	27%
Other Villages and Countryside	3,503	6%	100	-	-	3,603	5%
District Windfall	-	-	850	-	-	850	-
District Total	58,011	100%	7,900	100%	465	65,911	100%

Note: due to rounding figures may not add up to 100%

Enabling a 15 Year Housing Land Supply

3.38 Paragraph 47 of the NPPF requires local authorities to set out the strategy and broad locations for continuous growth for 15 years, and illustrate the expected rate of housing delivery through a housing trajectory for the plan period. A housing implementation strategy is also required describing how a delivery of a five-year housing land supply will be maintained. Evidence of supply is provided in the Strategic Housing Land Availability Assessment (SHLAA).

3.39 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.

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

3.41 “**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

3.42 For monitoring purposes allocations are phased in order to demonstrate a continuous 15 year supply of housing land in accordance with national policy. The base date for the phasing of new housing allocations is taken to be 1/4/2012 (The updated position at Examination). 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. The Strategy 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. The Council is committed to a review of the CS which will commence with the publication of an Issues and Options document and which will extend the plan period to 2031.

3.43 Prior to 2017, new housing completions are expected to comprise 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).

3.44 The proposed indicative phasing of allocations (on both 'brownfield' and 'greenfield' land) is shown in Table 3.5. An updated housing trajectory (see Appendix B) 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 Allocations or Area Action Plans).



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Table 3.5: Delivery of New / Potential* 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

* Potential allocations refers to sites which accord with the Core Strategy, but which may be brought forward ahead of the adoption of a site specific allocations development plan document.

Target for Previously Developed 'Brownfield' Land

3.45 National planning policy continues to emphasise the need to make effective use of land by re-using land which has been previously developed provided that it is not of high environmental value. 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.

3.46 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.

3.47 **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

3.48 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.



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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.

3.49 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 (SHMA) and Local Housing Assessment. On large allocations made in the LP (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.

3.50 As a general rule across the district the proportions shown in Table 3.6 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 3.6 Target proportions of house sizes

Bedrooms	1	2	3	4+
Open market housing	6%	32%	39%	22%
Affordable housing	43%	31%	16%	11%
All sectors	13%	32%	35%	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

3.51 'Affordable Housing' is defined in Annex 2 of the NPPF as:

3.52 Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

3.53 **Social rented** housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

3.54 **Affordable rented** housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

3.55 **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

3.56 Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

3.57 The 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 1,896 affordable homes required over the period 2010 to 2027. The breakdown of these homes will be:

- 75% affordable rented homes and
- 25% other affordable homes

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

3.58 The targets will 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 the physical limits boundary (village envelopes) and will include a proportion of the allocations made in the Site Specific Allocations and Area Action Plan Development Plan Documents. 1 in 3 new homes provided will be required to be an affordable one. The threshold at which the policy comes into play is:

- 3 new homes in Key Service Centres, Local Service Centres (see Settlement Hierarchy); and
- 6 new homes in Major Centres and Market Towns.

ii) 'Exception' sites are 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 homes 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.

3.59 This strategy for achieving affordable housing has been tested in respect of its viability as part of 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

Travellers

3.60 Gypsies and travellers are recognised as having particular housing needs. National policy Planning for Traveller Sites (2012) defines gypsies and travellers as follows:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”

3.61 Suffolk Coastal is home to a small population of gypsies and travellers. The majority of these are New Travellers who are recognised as a sub-group within this wider category. New Travellers do not share the same strong cultural heritage as more “traditional” gypsy and traveller groups but may be more specifically described as follows:

“New Travellers” started to take to the road approximately 30 years ago. Most New Travellers are from the settled community, although some children may have been born New Travellers. There are different reasons why people choose this lifestyle, including: feeling alienated from the modern, materialistic society; leaving care or being homeless and/or unemployed; or for environmental reasons.”

3.62 Suffolk Coastal is and has been home to a relatively stable population of New Travellers living in two main groups. In this respect, the situation within Suffolk Coastal is unique within the Eastern Region. The groups have existed here for the best part of 20 years or so and for most New Travellers it is a lifestyle choice. All the Travellers currently reside on unauthorised encampments.

3.63 Government policy is that Councils should work with the gypsies and travellers to eliminate the need for unauthorised encampments. Suffolk

Coastal is committed to achieving this. The heterogeneous nature of the New Traveller groups and their lifestyle choice pose their own challenges when looking to identify suitable and appropriate sites.

3.64 The former regional planning document Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England – A revision to the Regional Spatial Strategy for the East of England (July 2009) (RSS July 2009 document) was revoked on 3rd January 2013. It identified a need for some 31 permanent residential pitches to be provided over the period 2006-11 (6 for Gypsies 25 for New Travellers). It also identified a need for some 20 transit pitches across Suffolk of which some should be located within the Ipswich to Felixstowe area.

3.65 The evidence which sits behind these figures is the 2007 Suffolk Cross-Boundary Gypsy and Traveller Accommodation Assessment (GTAA), which looked at need across the administrative areas of Mid-Suffolk, Babergh, Waveney and Suffolk Coastal District Councils and Ipswich Borough. As a minimum, the Council is committed to looking to provide the 31 residential pitches identified for this district. It will do this in conjunction with local landowners and the New Travellers themselves. The Council is also committed to working with its neighbouring authority to bring forward an appropriate level of transit provision.

3.66 Initial discussions have been held with the local Traveller community to begin to establish what type of residential site they would be prepared to use and the maximum number of pitches they considered manageable. The conclusion of these discussions was that to meet current identified need some 3-4 sites each capable of accommodating a maximum of 6 to 10 pitches but allowing for rotational movement within and between the sites would be a good basis for further discussion on the identification of sites. Provision of sites could come forward by means of individual planning applications or through the allocation of sites.

3.67 Looking forward, the nature and make-up of the groups is also such that it is very difficult to predict future needs, unlike for more “traditional” gypsy and traveller groups. The annual caravan counts and regular updates to the GTAA are considered to be the most reliable local guide, and will be used as a key indicator, when monitoring the plan.

- 3.68 For the small number of gypsies identified in the GTAA, it is expected that individual households will approach the Council direct with regard to meeting their needs.

Travelling Showpeople

- 3.69 National policy defines Travelling Showpeople as follows:

“Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.”

- 3.70 Suffolk Coastal is home to one long established site for Travelling Showpeople. Any increase in plot provision is likely to arise from this site. Any such requirement could be dealt with by means of a planning application.
- 3.71 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 will look to meet the immediate needs of Gypsies, Travellers and Travelling Showpeople who commonly reside within the district as identified in the 2007 GTAA and former RSS July 2009 document (policies H3 and H4). This comprises 31 residential pitches (district wide). An additional need has been identified for 10 transit pitches (between Ipswich and Felixstowe). Any future needs will be monitored by means of the bi-annual caravan counts and evidenced through updates to the 2007 Suffolk Cross-Boundary Gypsy and Traveller Accommodation Assessment (GTAA) (or such other mechanisms as may replace it).

Sites will be identified by means of a Single Issue Site Allocations Development Plan Document unless earlier provision can be secured by means of a planning application(s). In all cases, when assessing the suitability of sites in rural or semi-rural settings, the Council will ensure that the scale of such sites does not dominate the nearest settled community.

The Council’s strategy for addressing the identified needs of gypsies and travellers 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 or unauthorised developments;
- 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 Gypsies, Travellers and Travelling Showpeople Site Specific Allocations 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.

- 3.72 **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

- 3.73 The East of England is one of the fastest growing regional economies in the UK. Within it, the Haven Gateway (see Map 2) is currently a designated Growth Point (see paragraphs 2.04 & 2.26). Evidence provided as background to the former Regional Spatial Strategy – East of England Plan (EoEP) 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.
- 3.74 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, Area Action Plan and new Neighbourhood Plan documents. Providing support for the myriad of existing businesses both large and small to grow and expand is a key part of this.
- 3.75 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 key employment sectors retain their national and sub-regional significance.

- 3.76 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 (peak construction workforce of approximately 5,000 – 6,000) and in the longer term (approx 700 – 1,000 jobs created during the operational phase of Sizewell C). 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.
- 3.77 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 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.
- 3.78 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.

- 3.79 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.
- 3.80 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, Area Action Plans or Neighbourhood Plan documents.
- 3.81 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 Council will make allocations 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 former Regional Spatial Strategy – East of England Plan 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.

Footnote: 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

- 3.82 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.
- 3.83 An Area Action Plan, with regeneration as a major theme, will be prepared for the Felixstowe Peninsula.

Objective 5 - The Rural Economy

To sustain, strengthen and diversify the rural economy.

- 3.84 **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.*
- 3.85 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.
- 3.86 The strategy for the rural area and a key element of the LP is to ensure that opportunities to maximise the economic potential of the rural areas in accordance with the Settlement Hierarchy (Policy 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, historic 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 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.

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 Policy SP8.

Objective 6 - Tourism

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

- 3.87 **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 (ANOB) 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.*
- 3.88 *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.*

- 3.89 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. Increasingly, the district is also seen as an area attractive to second homeowners, with its implications for the local housing market.
- 3.90 The tourism appeal of the district to the west of the A12 receives less attention than that to the east with its forests, AONB, Heritage Coast and seaside towns and villages. This has resulted in some places, in significant adverse impacts on the host communities. The soft nature of the coastline, erosion and risk of flooding also present a continual threat in some areas.
- 3.91 Improving what is on offer to the tourist including how it is managed, is a Council priority for the wider district, but 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, historic 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.
- 3.92 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 Area of Outstanding Natural Beauty (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 as such, development will be acceptable for conversions of existing individual buildings to tourist accommodation where there is a high standard of design;
- (e) The Suffolk Coast and Heaths AONB. Development in the form of conversions, improvements/minor extensions to existing facilities and small scale new development in unexposed areas will be acceptable within sustainable locations 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.

- 3.93 **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.*
- 3.94 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.
- 3.95 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.

3.96 With regard to retail provision, the district is served by a retail hierarchy that stretches beyond the district boundaries. Ipswich and Norwich are regional centres; Lowestoft and Bury St Edmunds are major retail 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

3.97 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 shown in Table 3.7.

3.98 The LP will enable the creation of this additional floorspace through:

- allocations where appropriate in the Site Allocations and Area Specific Policies Development Plan Document; Area Action Plans or Neighbourhood Plans; and
- the granting of planning permission for specific proposals (having regard to national policy contained within section 2 of the NPPF and the Retail Studies 2003 and 2008/9).

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

3.100 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.

3.101 In addition, the population is served by substantial out-of-centre retail areas at Martlesham (centred around the retail park at Beardmore Park) and Purdis Farm. Further development at these areas will be resisted where it would compete to the detriment of the viability of the district's market towns and other identified neighbouring retail centres.

3.102 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.

Table 3.7 Town Centre Floorspace Capacity – Projections from Retail Study

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

Strategic Policy SP9 – Retail Centres

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

Retail centres are considered to consist of:

- Town centres – Felixstowe, Aldeburgh; Framlingham, Leiston, Saxmundham and Woodbridge;

District Centres include:

- Cavendish Park, Felixstowe; Ropes Drive West, Kesgrave; The Square, Martlesham Heath; High Street, Walton, (Felixstowe); The Hill, Wickham Market; Broadlands Way, Rushmere St Andrew; and Sycamore Drive, Rendlesham.

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 or Neighbourhood Plans.

development as set out in the Settlement Hierarchy (Policy SP19).

3.105 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.

3.106 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

3.107 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.

3.108 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.

3.109 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 recognised as being of national and international status and forms part of the Trans-European Road Network.

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

3.111 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

TRANSPORT

Objective 8 – Transport

To enhance the transport network across the district

3.103 **Summary Outcome:** 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.

3.104 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



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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.

3.112 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 have recently been completed in association with new large scale development within and outside the district e.g. at the Dock Spur roundabout and the 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 have seen the commencement 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

3.113 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 all of those 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) produced as part of the background evidence to the former EoEP 2008. 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

3.114 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.

3.115 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 through Suffolk Coastal and adjoining districts, suffer from traffic congestion problems. Key congestion areas include the Orwell Bridge, the Seven Hills junction and the Copdock Interchange junction. 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 accepted that in the longer term more significant improvements will almost certainly be required, whether this be widening the existing route or providing an alternative route to the Orwell Bridge. 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. With the formal revocation of the EoEP and with it the strategic overview it currently provides, this is a key issue which the Council will look to address, working in partnership with other relevant organisations.

A12

3.116 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. The Council recognises community aspirations for a four villages by-pass or other solution for the villages of Farnham, Little Glemham, Marlesford and Stratford St Andrew to improve a stretch of the A12 which is particularly narrow and twisting with buildings very close to the road. The impact of major development, upon this stretch of the A12, will be carefully assessed

by the Council. In particular the planned new nuclear power station development at Sizewell will be similarly assessed in line with policies set out in the NPS-EN1 and NPS-EN6.

3.117 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.

3.118 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.

3.119 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 Seven Hills interchange will be required in conjunction with strategic employment and housing development proposed east of the A12 with funding provided by means of developer contributions.

Accessibility

3.120 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.

3.121 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 the cinema. Such schemes also have an important role to play in addressing issues such as rural isolation.

Public Transport – Rail

3.122 In addition to improving facilities at stations, a proposal by the rail operator to upgrade the service on the east Suffolk line between Ipswich and Lowestoft, has seen the introduction (December 2012) of an hourly service between Ipswich and Lowestoft. This level of service will make rail a realistic alternative to use of the car or bus for some journeys, with the potential to help relieve traffic on the A12.

- 3.123 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.
- 3.124 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.



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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 District's 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, legal agreements and/or through the Community Infrastructure Levy (CIL) (once a charging schedule has been adopted).

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.

- 3.125 **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.*
- 3.126 *The Council will work with partners to protect and involve the district's communities and minimise new development in vulnerable areas. More generally, it will use the planning system and other partnership-led initiatives – low energy use, sustainable construction methods, alternative modes of travel etc - to minimise the impact of climate change and reduce the carbon footprint of the district and to help meet 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

- 3.127 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.
- 3.128 The Government has estimated that around one third of the country's carbon emissions come from energy generation. Through paragraphs 95 – 98 of the NPPF, 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 National Policy Statement on Energy (EN1) also indicates a need for new nuclear provision as a low carbon technology.

- 3.129 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

- 3.130 The Government has confirmed in publishing the National Policy Statements EN1 and EN6 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.
- 3.131 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 Examination into new nuclear installations will not be expected to focus on the merits or otherwise of nuclear power.
- 3.132 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 Planning Inspectorate (or its successor body) under the Planning Act 2008; with any decision being taken by the Secretary of State. 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 (that would, for example, inform the Local Impact Report) and how these issues

should be assessed without indicating any support or otherwise for the concept of nuclear power.

- 3.133 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 maximise the potential benefits, notably in respect of:

- (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 and permanent; and
- (q) The benefits (including financial contributions) to be made available to local communities.

Flood Risk

- 3.134 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.

- 3.135 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.

- 3.136 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.

- 3.137 In order to assist the process of determining where new development should be located, the Council 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.

- 3.138 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 advice in the NPPF (paragraphs 93-108) and its accompanying Technical Guidance in respect of 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

- 3.139 In respect of air pollution, the Council has declared two Air Quality Management Areas (AQMA). 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 having to be declared. This may influence the location and mix of uses on potential development sites.
- 3.140 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 (Policies 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.

- 3.141 **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.*
- 3.142 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 Policy SP12 Climate Change.

Objective 11 - Protecting and Enhancing the Physical Environment

To conserve 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.

- 3.143 **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 of settlements.*

Biodiversity and Geodiversity

- 3.144 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 3.8 overleaf. These comprise sites of international/national importance (Special Protection Areas (SPA), Sites of Special Scientific Importance (SSSIs), Special Areas of Conservation (SACs) 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.
- 3.145 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 Biodiversity Partnership website, www.suffolkbiodiversity.org.

- 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.

3.146 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.

3.147 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.

3.148 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;

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 of European importance, which include Special Areas of Conservation and Special Protection Areas are statutorily protected under the Conservation of Habitats and Species Regulations 2012 (based on EU directives), and wetlands of global importance (Ramsar sites) are protected by Government policy to apply the same level of protection as to European sites.

More generally, the policy approach to development on sites designated for their biodiversity or geodiversity interest is set out in Policy DM27.

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, creation and on-going management of new priority habitats as identified in those documents.

Table 3.8 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)

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Historic Environment

- 3.149 The importance of buildings and places is recognised as contributing to peoples' general quality of life. The district contains a rich historic legacy. Its historic market towns and villages together with their landscape settings, archaeology, individual buildings and groups of buildings, and historic street patterns all add to the social and cultural history of the area.
- 3.150 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 Plan 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. Section 12 of the NPPF supports this aim and will be applied rigorously. More generally, decisions on development proposals affecting heritage assets will be informed as appropriate by Conservation Area Appraisals, information from the Historic Environment Record and Archaeological Assessments.
- 3.151 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 Documents. In accordance with good practice the Council will also strive to maintain a register of listed buildings at risk and action will be taken against owners where appropriate.
- 3.152 In addition, where detail is particularly important when considering individual development proposals, more specific advice is provided in Section 5 under Design.

Landscape

- 3.153 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 (AONB) 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.
- 3.154 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.
- 3.155 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.
- 3.156 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 relevant site allocations and area specific policies documents.

Townscape

- 3.157 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.
- 3.158 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, Area Action Plan or Neighbourhood Plan Development Plan Document. Until then, those areas currently designated under Policy AP28 Areas to be Protected from Development in the “saved” policies of the Suffolk Coastal Local Plan (incorporating 1st and 2nd alterations) will continue to be protected.
- 3.159 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 (for example ribbon type development) and should be avoided. This principle will be applied by the Council in its Site Specific; Area Action Plan or Neighbourhood 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, Area Action Plan or Neighbourhood Development Plan Document. Until then those sites currently allocated under “saved” Policy AP28 in the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) will continue to be protected.

Objective 12 – Design

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

- 3.160 **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.*
- 3.161 *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.*



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Design Generally

- 3.162 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 for example 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.
- 3.163 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

- 3.164 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.
- 3.165 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 (dwellings per hectare - dph) 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 (dph) 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; 40 dph 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.

3.166 **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.

3.167 *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.*

3.168 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 Buy that would secure the long term future of these types of facilities locally.

3.169 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.

3.170 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.

3.171 **Summary Outcome:** *Access to green space is important 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.

- 3.172 *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.*
- 3.173 *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

- 3.174 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 LP, 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.
- 3.175 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 and is updated on an annual basis.
- 3.176 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.

- 3.177 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

- 3.178 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.
- 3.179 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.

3.180 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 of suggested actions which could be pursued across Suffolk Coastal District. This “Green Infrastructure Strategy” will form the basis of the implementation of green infrastructure provision in the LP.

3.181 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.



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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. Developer contributions will be secured by means of conditions, legal agreements and/or through the Community Infrastructure Levy (CIL) (once a charging schedule has been adopted).

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.

3.182 **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.

3.183 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 – Services and facilities which provides for the health and

wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. It is generally provided by the public and voluntary sectors.

- 3.184 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.
- 3.185 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 given its potential cumulative impact. Already during the LP 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.
- 3.186 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 at the required phase of 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.

Pending the introduction of a Community Infrastructure Levy (CIL), an approach will be taken whereby developer contributions, commensurate with the scale and impact of the development proposed, are sought for services and facilities considered to be the highest priority and for which alternative sources of funding are the most difficult to find. Once introduced, CIL will become the primary means of securing off-site contributions.

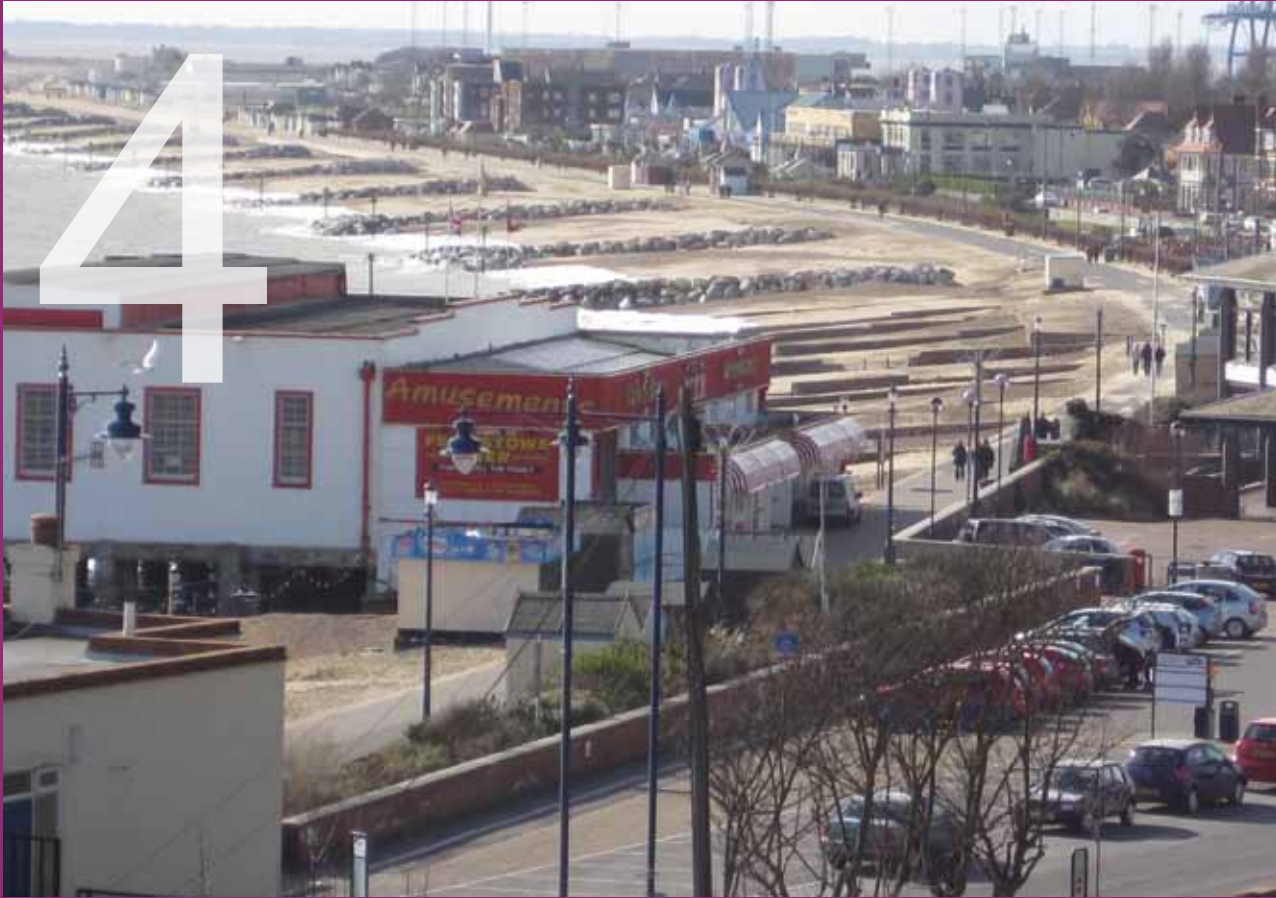
In respect of specific proposals such as housing allocations, the necessary infrastructure will be identified and costs estimated in order that its provision can be tied into and phased with the development itself, and a means of transferring costs to the developer created, where alternative sources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

Infrastructure prioritisation will be contained within Supplementary Planning Documentation and a CIL Infrastructure List (Regulation 123 list).



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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 (Policy 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 (Policy SP12) and Sustainable Development (Policy 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 scales of development as set out in this Core Strategy whilst maintaining and enhancing the quality of the built, natural, historic, 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.	51%
Eastern Ipswich Plan Area		(29%)
Felixstowe/Walton & the Trimley villages		(22%)
Towns	Focal point for employment, shopping and community facilities. A transport hub.	19%
Key Service Centres	Settlements which provide an extensive range of specified facilities.	17%
Local Service Centres	Settlements providing a smaller range of facilities than the key service centres.	
Other Villages	Settlements with few or minimal facilities.	Minimal
Countryside	The area outside the settlements above, including the hamlets and small groups of dwellings that are dispersed across the district.	

*Footnote: *windfall (unidentifiable small sites) is expected to add to the new housing provision in the district.*

***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 do 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 Cransford Cratfield Cretingham Falkenham Farnham Foxhall	Friston Great Bealings Great Glemham Heveningham Huntingfield Kettleburgh Levington Melton Park Newbourne Pettistree	Playford Saxtead Sudbourne Sutton Sweffling Tuddenham Walpole

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

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

Housing	Employment	Retail
Major Centres (Policies SP20 – SP21)		
<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 out of centre retail park and superstore. Potential for expansion limited due to impact on neighbouring retail centres.</p> <p>Emphasis on protecting existing centres.</p>
Market Towns (Policies SP22 – SP26)		
<p>Allocations in the form of estate scale development if appropriate and where consistent with the Core Strategy.</p> <p>Within the defined physical limits, development to be permitted in the form of:</p>	<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>Town centres identified at Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge. Should incorporate a range of provision – A1, A2, A3 including convenience stores, supermarkets, comparison goods.</p>

Housing	Employment	Retail
<ul style="list-style-type: none"> • Modest estates, where consistent with local scale and character; • Groups; • Infill. <p>Affordable housing provision:</p> <ul style="list-style-type: none"> (a) One home in three within allocations; (b) One in three homes in all developments of 6 homes or more in size; (c) 100% of exception sites on the edges of the physical limits of the town. <p>Specific policy guidance available for specific market towns.</p>	<p>Range of general and local employment opportunities.</p> <p>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>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> <ul style="list-style-type: none"> (i) Modest estate-scale development where consistent with scale and character; (ii) Groups; (iii) Infill. <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> <ul style="list-style-type: none"> (a) One in three homes in all developments of 3 homes or more in size; (b) On exception sites on the edges of the physical limit boundaries. 	<p>General employment in larger settlements.</p> <p>Emphasis on local employment in the smaller ones.</p> <p>Emphasis on retention of existing businesses and areas in employment use to provide opportunities for expansion and start-up.</p>	<p>Small range of comparison and convenience shopping.</p> <p>Emphasis will be on retention of existing provision.</p>

Housing	Employment	Retail
Local Service Centres (Policy SP27)		
<p>Allocations in the form of minor extensions to some villages which are consistent with their scale and character</p> <p>Within the defined physical limits development as appropriate normally in the form of: (i) Groups; or (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 (a) One in three homes in all housing developments of 3 homes or more in size; (b) On exception sites on the edges of the physical limits boundaries.</p>	<p>Emphasis on local employment</p> <p>Where provision exists emphasis will be on retention. Potential for expansion likely to be limited due to environmental and infrastructure limitations.</p> <p>New provision most likely to be provided through conversion/re-use of existing buildings and have tangible links to the local area.</p>	<p>Convenience shopping mainly. This could include provision in the form of a farm shop, or similar linked / ancillary to another use.</p> <p>Emphasis will be on retention of existing provision.</p>
Other Villages* (Policy SP28)		
<p>No physical limits and very limited development.</p> <p>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* (Policy SP29)		
<p>No development other than in special 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 Generally 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 – includes those parishes within the Ipswich Policy Area (IPA) and those identified as within the proposed Martlesham, Newbourne and Waldringfield Area Action Plan (see maps).

Introduction

4.09 The southern part of the district borders the county town of Ipswich. The town is of regional importance and the largest centre in Suffolk, accounting for around 30% of all employment. The influence of Ipswich is not limited to the Ipswich Borough Council administrative boundary, but extends to adjoining parishes within neighbouring authorities and adds to the cumulative impact of development on the Orwell and Deben Estuaries, (a matter which both Ipswich and Suffolk Coastal have considered in their Core Strategies). For planning purposes the whole area is now referred to as the Eastern Ipswich Plan Area (EIPA).

4.10 Whilst the EoEP was formally abolished on 3rd January 2013 it is intended that the Ipswich Policy Area as a concept is retained for the time being as it still provides the best basis on which to address issues requiring cross boundary support, such as strategic infrastructure provision. For planning purposes the Core Strategy identifies a wider area, the Eastern Ipswich Plan Area (EIPA), which is inclusive of the Suffolk Coastal IPA area but excluding the area of Martlesham parish adjoining Woodbridge (see Map 1 and Glossary for definitions).

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. This area also contains Foxhall Tip. A restoration condition attached to the landfill operations at the Tip will see its ultimate transformation to a country park. Closer to the southern boundary with Ipswich, are the predominantly residential areas of Purdis Farm and Warren Heath, and Ransomes Europark also a strategic employment site within or abutting the EIPA.

4.12 In addition to housing, the more urbanised parts of the EIPA 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 part of the area 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 EIPA contains a variety of smaller settlements and open countryside, and European designations along the estuaries. These smaller settlements 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:

In terms of new allocations, planning permission has recently been agreed for land adjacent to 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 (a designated European Natura 2000 site). This is especially relevant in the current economic situation where the public sector is required to reduce budgets as part of the current spending review, which will place a

greater burden on finding 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 paragraph 3.36 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 across the district, to secure viable on-site renewable energy provision for the benefit of residents and businesses alike.

4.15 The development will be progressed as part of the Martlesham, Newbourne and Waldringfield 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



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Table 4.3 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



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 Deben 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. The Core Strategy has been subject to Sustainability Appraisal and Appropriate Assessment both of which consider that the broad scale and distribution of development can be successfully mitigated. However, should the more detailed Appropriate Assessment of the Area Action Plan conclude that part of the Strategy cannot be delivered without adverse impacts on the Deben Estuary SPA which cannot be mitigated, then the Area Action Plan will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect on the integrity of the SPA, even if this level is below that in the strategic allocation.
- 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 commencing with the publication of an Issues and Options document 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 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, where changes in work practice will enable significant new and improved employment floorspace to be created. It will 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 a retail park at Martlesham Heath, centred around Beardmore Park. Nearby there is a superstore and on the adjacent business park some 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 EIPA.

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 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 but both have been subject to recent improvements.

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 the 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, Newbourne & Waldringfield Area Action Plan; the main urban corridor of Kesgrave, Martlesham and Rushmere St Andrew; and the smaller settlements and countryside which surround these core areas.

The strategy for the Martlesham, Newbourne & Waldringfield 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 of the A12 to the south and east of 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 including Adastral Park has been designated a Strategic Employment Area;
- v) where development has been phased and scaled to ensure that new or upgraded transport, utility and other social and community provision is provided in advance of, or parallel to, new housing and employment provision;
- vi) that has created its own distinctive identity with smaller readily distinguishable villages, neighbourhoods and communities within the larger area;
- vii) where public transport provision and foot and cycle paths have been upgraded and promoted to minimise the need to use private motor vehicles to access employment, schools and other key facilities;
- viii) where priority has been given to creating a safe and attractive environment, including the provision of advanced planting and landscaping to create new settlement boundaries that blend with the surrounding landscape and contribute to biodiversity and the ecological network;

- ix) that includes the retention of designated Sandlings areas on the edge of Ipswich because of their historic and biodiversity interests;
- x) that preserves and enhances 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.
- xii) the Council will require further proposals to be supported by an Appropriate Assessment to meet the requirements of the Habitats Regulations. If the results of the Appropriate Assessment show that part of the Strategy cannot be delivered without adverse impacts on designated European sites which cannot be mitigated, then the proposals will only make provision for the level and location of development for which it can be concluded that there will be no adverse effect on the integrity of a designated European nature conservation site.

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 November 2011 Appropriate Assessment and the mitigation measures it contains (section 7.2 and Table 10) will provide the basis for more detailed project level assessments associated with the Area Action Plan and planning application proposals and associated cumulative impacts. Those measures will be required to reflect the objectives set which include the creation of alternative opportunities for countryside recreation for existing and future residents as a preferred alternative to visiting European nature conservation sites; improved visitor infrastructure including wardening; and monitoring to quantify reductions in visitor harm achieved by mitigation projects.

Specifically, on land to the south and east of Adastral Park, strategic open space in the form of a country park or similar high quality provision will be required to mitigate the impact of development at this site and the wider cumulative impact of residential development on the relevant designated European nature conservation sites.

Infrastructure needs to be accorded priority include:

- (a) Provision of and increased access to open space both on and off-site to meet the mitigation measures outlined in the November 2011 Appropriate Assessment. This includes enhanced wardening and monitoring of visitor impacts upon designated European nature conservation sites;
- (b) Improvements to the water supply network;
- (c) Upgrades to the waste water treatment (foul sewage) network;
- (d) Provision of strategic drainage to manage surface water drainage within the site;
- (e) Education facilities to meet identified pre-school; primary and secondary needs within the development area;
- (f) Health centre;
- (g) Measures to manage impact on the local road network including improvements to the A12 between its junction with the A1214 and Seven Hills Interchange; to the A1214 and the Foxhall Road corridor;
- (h) Improved public transport provision including links to Ipswich, Woodbridge and Felixstowe;
- (i) Improvements to the public rights of way network, including pedestrian and cycle links;
- (j) Adequate electricity supply including an element of decentralised energy provision.

In addition, the Council will require:-

- (k) Indoor sports provision;
- (l) Outdoor play space;
- (m) Community Hall;
- (n) On-site recycling facilities;
- (o) Library provision;
- (p) Allotments;
- (q) High speed broadband.

The phasing of development across the site will be influenced by the need to complete permitted mineral extraction.

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, 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. Opportunities to build on this type of provision to secure an improved network of green spaces around the more urban area will be supported and will be considered as part of the overall mitigation measures referred to above.

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, which means the housing imbalance will get worse, unless measures are introduced to address this. At a time when planning policy is aimed at reducing the need to travel to minimise the use of finite energy resources and the production of greenhouse gases, the current development pattern may not be sustainable. Additionally, the local economy does not benefit if these in-commuters spend their wages elsewhere, rather than support shops and services in the town and villages.
- 4.33 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 commencing with the publication of an Issues and Options document by 2015 to take account of the 2011 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 set out in Table 4.4.

Table 4.4 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



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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 Felixstowe 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 un-laden 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 Area Action Plan or 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 Area Action Plan.



The Strategy for Felixstowe with Walton and the Trimley Villages

Strategic Policy SP21 – Felixstowe with Walton and the Trimley Villages

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 Policies 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 2009 Community Infrastructure Study and the 2011 Appropriate Assessment provide the background evidence in relation to anticipated future social and community infrastructure needs and appropriate mitigation required in relation to the potential environmental impact of new development on sites of European importance, namely the Deben and Orwell Estuaries. At the more detailed site specific and planning application stages, mitigation measures identified may require contributions to strategic open space provision identified in Policy SP20.

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 international and national nature conservation designations, national landscape designations, the risk from tidal flooding, a quality historic core and many attractive neighbourhoods.

The strategy for a dispersed pattern of future development means that it is the cumulative impact rather than the impact of individual development schemes which is likely to be critical and which will drive the need for developer contributions. This may include the need to re-locate existing facilities where this is logical and would result in an improved level of service overall.

Infrastructure needs identified in the supporting evidence base, to be accorded priority include:

- (a) Improvements to the operation of the strategic (A14 / A12) and local road network
 - Further improvements to the Dock Spur Road roundabout;
 - Improved access to the Dock from Felixstowe, Walton and the Trimley villages;
 - Good access from any proposed housing sites to the town centre of Felixstowe;
 - Consideration to be given to the provision of a new link road between Candlet Road and Trimley High Road as part of strategic approach to improving the capacity of the local road network.
- (b) Investment in new secondary school provision;
- (c) Investment in appropriate healthcare facilities;
- (d) Realising opportunities to enhance access to green space including the countryside across the wider Felixstowe and Ipswich areas; also including enhanced wardening and monitoring of visitor impacts upon designated European nature conservation sites;

(e) Provision of adequate water, electricity and sewers.

In addition, the Council will require:-

- (f) significant improvement, expansion and retention of sport and leisure facilities;**
- (g) allotments to meet a growing demand;**
- (h) increased cemetery provision;**
- (i) maximum opportunities for more use of the rail line by the community following its dualling as part of the Felixstowe South Reconfiguration;**
- (j) additional primary school places if required.**

On-going monitoring will also be undertaken to identify and secure such future investment as may be necessary for flood and sea defences.

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 The period 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). See Table 4.5 below.

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 or Neighbourhood 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.

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

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. The review of the plan which is to commence

Table 4.5 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

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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 is 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. New development is anticipated to 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 (including affordable 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.**

Development is anticipated to occur within the defined physical limits or in accordance with other policies in the Core Strategy.



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”; maintain a healthy retail and service offer, serving both existing and future residents alike, as well as its hinterland and visitor populations;**
- (b) have sufficient services and facilities, particularly health, education and community facilities, to serve the population profile;**
- (c) 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;**
- (d) increase the scale and range of the employment offer;**
- (e) retain the sensitive setting and edges of the town;**
- (f) 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;**
- (g) benefit from improved utility provision; and**
- (h) 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. 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.

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 of the Core Strategy commencing by 2015 having regard in particular to potential new employment opportunities associated with Sizewell.

Sizewell

4.66 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 (paragraphs 3.130 to 3.133 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 long term benefits for local people and the local economy.



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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 will influence the future expansion of the town. Opportunities exist 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.

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

- 4.67 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 benefits from the hourly train service to Ipswich and Lowestoft.
- 4.68 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.
- 4.69 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.
- 4.70 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 Corridor stretching from Sizewell, north to Lowestoft and with it new job and training provision.
- 4.71 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.
- 4.72 Future development in the form of new housing provision is proposed through a mix of outstanding planning permissions and new greenfield allocations.



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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 appropriate 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

- 4.73 The town of Woodbridge is defined by its 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'.
- 4.74 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.

- 4.75 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.
- 4.76 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.
- 4.77 The town has relatively good access provision with direct links to the A12 and the railway, with stations at both Woodbridge and Melton. It also benefits from the recently commenced hourly train service to Ipswich and Lowestoft. 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.
- 4.78 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.
- 4.79 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.
- 4.80 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 town are severely limited.
- 4.81 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 appropriate growth on a range of sites across the town;
- (c) retains the A12 as a firm edge to the town;
- (d) has enhanced links between the town centre, Market Hill and the riverside;
- (e) enjoys a vibrant riverside environment that incorporates a range of uses. Residential uses in the riverside will be resisted to ensure that employment uses and its tourism and amenity offers are not jeopardised;
- (f) has enhanced the quality of its town centre through the retention and enhancement of its anchor stores as well as encouragement of small scale, independent retail businesses;
- (g) provides a balanced range of provision to meet the needs of residents - both locally and from the rural catchment area - and tourists;
- (h) actively manages traffic and visitors to the town and surrounding area through the use of suitable car parking and signage;
- (i) represents an attractive 'gateway' into the Area of Outstanding Natural Beauty where the scale of new development and standard of design reflects that function, particularly at Melton; and
- (j) encourages wider use of walking (including within the town centre), cycling and public transport.

Further significant expansion of Woodbridge (and Melton) will be sympathetically considered having regard to the local character and key physical thresholds.

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

4.82 It is the major centres and five market towns to which the bulk of new development and growth will be directed. Outside of 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.

4.83 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.

4.84 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.

4.85 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 can only form a limited part of the calculations. Allocations will be necessary.

4.86 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.

4.87 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.

4.88 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.

4.89 Overall, therefore, between 2010 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 be 1,350 homes as set out in Table 4.6 (although no doubt this will be higher given the exclusion of windfall).

4.90 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 a majority of local support. The former are not subject to allocation but offer the potential to provide additional homes across the rural settlements (see Table 4.2).

4.91 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.

4.92 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

Table 4.6 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

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.

- 4.93 These centres will also be the focus for public transport provision with key links identified between them and the higher order centre.

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 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 Policy 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

- 4.94 "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.

- 4.95 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 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 or Local Housing Needs Survey. The new Community Right to Build would also apply to these settlements (see Table 4.2).

- 4.96 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 Policy SP29).



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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.**

New housing might be permitted in order to address local needs but only in exceptional circumstances where there is demonstrated community support e.g. through a community plan. Such circumstances might be:

- i.) small developments of a scale appropriate to the size, location and characteristics of the particular community; or**
- ii.) in the form of the infilling of a plot within the physical core of the settlement by one or two dwellings for affordable housing.**

The cumulative impact on the character of the settlement through the development of a number of sites over time will be taken into account.

THE COUNTRYSIDE

- 4.97 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.
- 4.98 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.

4.99 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 (see Policy Overview).

4.100 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.

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

Strategic Policy SP29 – The Countryside

The Countryside comprises an important economic, social and environmental asset within the district which it is important to sustain.

The strategy in respect of new development outside the physical limits of those settlements defined as Major Centres, Towns, Key and Local Service Centres or in accordance with Policy SP28, is that it will be limited to that which of necessity requires to be located there and accords with other relevant policies within the Core Strategy (e.g. Policies SP7 or DM13); or would otherwise accord with special circumstances outlined in paragraph 55 of the National Planning Policy Framework.

THE COASTAL ZONE

Introduction

4.102 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.

4.103 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 identified through the Shoreline Management Plan and estuarine plans 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 an holistic and sustainable future. The Suffolk Coast Forum is one such initiative which is successfully bringing all of the relevant stakeholders together to address locally identified issues in the form of a new community plan.

Coastal Erosion and Flooding

4.104 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.

4.105 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.

4.106 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.

4.107 Specific issues that the LP 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

4.108 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.

4.109 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.

4.110 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.



TERRY OAKES ASSOCIATES

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, Suffolk Coast and Heaths AONB, other local partnerships and members of the Suffolk Coastal Forum 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). Consideration must also be given to the guidance provided within the National Planning Policy Framework including where appropriate the development of Coastal Change Management Areas.

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 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 Estuarine Plans as endorsed by the Council.

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



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DEVELOPMENT MANAGEMENT POLICIES (DM1 – DM33)

INTRODUCTION

- 5.01 This chapter sets out the suite of development management policies. Their 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 the NPPF;
 - (b) The Development Plan, including "saved" policies from the Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) until such time as they are replaced by subsequent development plan documents (see Appendix C);
 - (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; and
 - (iii) where appropriate, a reference to the evidence base on which the policy is based.

HOUSING

AFFORDABLE HOUSING

- 5.04 Government policy on the provision of affordable housing (see paragraph 3.51 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 (Policy DM2).

- 5.05 Evidence of the broad scale of affordable housing need across the district, and within functional market areas within the district are 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/community led plans or local housing needs surveys, and information off the Common Housing Register held by Suffolk Coastal District Council.

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 It is expected that where 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 or Neighbourhood 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/Community Led Plan;
- (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/Community Led 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.

Footnote: Where it is necessary to look beyond the boundary of a single parish, the next area of search would be the adjacent parishes. See also Map 3 Housing Market Areas.

Affordable Housing on Residential Sites

- 5.09 Lack of affordable housing provision within the district is a major problem. Despite new housing being built 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 2nd Alterations to its Suffolk Coastal 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 averages around 8-9 times the difference between house prices and incomes, which was endorsed by a Housing Needs Assessment in 2006.
- 5.11 The 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 1,896 affordable homes required over the period 2010 to 2027. The breakdown of these homes will be:
 - 75% affordable rent; and
 - 25% other affordable homes.

Policy DM2 sets out how this can be achieved.
- 5.12 Based on the proportions arising from the survey, the following targets will be set for affordable housing provision over the plan period 2010 to 2027:
 - 1,422 affordable rented units (75% of 1,896);
 - 474 other affordable (25 % of 1,896).

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.

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 paragraph 3.51.

policy first and foremost stresses that such development will be strictly controlled and should 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 or in accordance with Policy SP19. In the interests of safeguarding the countryside as set out in Policy SP29 as well as meeting sustainable objectives, new housing in the countryside will be allowed where it comprises:

- (a) Replacement dwellings on a one to one basis where they are no more 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) Affordable housing on 'exception' sites in accordance with Policy DM1;
- (d) Conversions of existing buildings subject to certain controls (Policy DM13);
- (e) Minor infilling within clusters of dwellings well related to existing sustainable settlements (Policy DM4); or
- (f) Development which would otherwise accord with the special circumstances outlined in paragraph 55 of the National Planning Policy Framework.

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

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

HOUSING IN THE COUNTRYSIDE

Generally

- 5.13 The new Community Right to Build opens up the opportunity for rural communities to provide new housing to address local needs where there is a majority of local support. 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. This overarching

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.

Footnote: *For definition see Glossary



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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 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. Locations close to a good range of services and easy access to public transport are likely to be the most suitable for this type of use.

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:

- (a) the sub-division of housing suitable for single household occupation may be permitted, provided that there is no material adverse impact on the external character of the dwelling and the area within which it is located;
- (b) the loss of existing self-contained flats which presently meet the Council's standards will be resisted. New proposals for the conversion of property to non self-contained dwelling units will not be supported;
- (c) 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;
- (d) 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
- (e) 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.

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 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.

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.



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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 new small-scale housing supply. Such incremental provision forms an important contribution to the district's overall housing supply. 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 Physical Limits Boundaries

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

- (a) it would not result in a cramped form of development out of character with the area or street scene;
- (b) it would not result either in tandem or 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;
- (c) the proposal is well related to adjacent properties and not designed in isolation;
- (d) appropriate provision is made for a reasonable size curtilage for the existing buildings and proposed dwelling(s); and
- (e) 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 The size and scale of the proposed extension should reflect the character of the property and the local area. Permitted development rights may be withdrawn for the extended area where it is considered that the addition of swimming pools, greenhouses and garden sheds for example could potentially detract from the openness of the landscape or character of the area.

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;
- (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.



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GYPSIES, TRAVELLERS AND TRAVELLING SHOWPERSONS

5.27 Policy SP4 and its supporting text set out the Council's strategic approach to providing for the residential needs of gypsies, travellers and travelling showpeople within the District. It confirms the Council's commitment to working collaboratively with neighbouring authorities to the secure additional transit provision somewhere between Ipswich and Felixstowe.

5.28 The following policy sets out in more detail those matters which the Council will take into account when considering proposals for sites whether they be promoted by means of a planning application or in a Single Issue Site Specific Allocation DPD.

Development Management Policy DM9 – Gypsies, Travellers and Travelling Showpersons

The district is home to a number of Gypsies and Travellers and Travelling Showpeople with specific housing needs. By far the biggest identified need is in relation to New Travellers. However, there are currently no authorised Gypsy and Traveller sites within the district. In order to address this issue, new sites, whether promoted by the gypsy and new traveller communities themselves, by other individuals or by the Council through its single issue site specific allocations development plan document, will be assessed having regard to the following criteria:

(a) Personal Criteria -

- The proposed occupants meet the definition of gypsy, traveller or new traveller as set out in paragraphs 3.60 to 3.61; and
- Other personal circumstances of the applicant e.g. work, children's education; health.

(b) Site Specific Criteria -

For permanent residential pitch(es):

- The site is well related to a Major Centre, Town, Key or Local Service Centre (see Policy SP19). 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 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 minimise 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 or show;
- That the scale and range of uses proposed within the site are acceptable in terms of their impact on any existing neighbouring uses; and
- Where it is intended that a site should be self-managed by the occupants, the capacity of the site should not normally exceed 10 pitches.

(c) Transit Sites -

In addition to the criteria listed 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.

Footnote: a definition of gypsies, travellers and travelling showpeople can be found in the text accompanying Policy SP4.

THE ECONOMY

PROTECTION OF EMPLOYMENT SITES

5.29 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.



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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 be granted if 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.

Footnote: 'Small' is defined as a business which employs 25 persons or fewer on the site in question.

WAREHOUSING AND STORAGE

- 5.30 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.
- 5.31 In relation to the tourist industry, there is a demand for the storage of caravans over the winter period. Where large scale storage is proposed it is considered that this type of activity should be directed to general employment areas rather than more sensitive rural sites where visual and other impacts are likely to be less of an issue.

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 development plan as being suitable for the use, such as General Employment Areas or in accordance with Policy SP5.

An exception may be made for agricultural proposals required for local distribution purposes (Policy DM15) where the location is 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 be permitted unless:

- (a) the scale of the development would cause demonstrable harm 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, in that it would still result in a negative impact on the highway network.

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 (Policy SP19) 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. It is intended that additional detailed guidance will be provided by means of a Supplementary Planning Document (SPD).



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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 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) applications affecting buildings of historical or architectural interest must be supported by a full structural survey;
- (f) 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.

Conversion to residential use will be permitted where, in addition to criteria (a) to (f) above:

- (i) the conversion reflects any architectural or historical interest of the original building which it is desirable to retain; and would represent the optimal viable use of a heritage asset;
- (ii) it makes a useful contribution to the character of the countryside through its presence in the landscape or because of its contribution to a group of buildings and would lead to an enhancement to the immediate setting;
- (iii) the creation of a residential curtilage will not have a harmful impact on the character of the countryside; and
- (iv) 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. Substantial reconstruction means either the preparation of new foundations or floor slab or the complete re-building of any two external load bearing walls and more than 50% of the original roof.



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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 paragraph 28 of NPPF.

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.

Footnote: 'Living conditions' relate to such matters as noise, vibration, dust and highway safety.

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 there is demand 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.



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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 be permitted 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;
- (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, provides for continuing employment, provides a facility not otherwise available to a local community and presents 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, particularly the large swathes of the coast and countryside designated as being of national or international importance for landscape and wildlife interest. 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.



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

New touring caravan, camper van and camping sites will 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).

New touring caravan, camper van 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.

Extensions to existing sites will 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 normally 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, proposals for new sites, extensions to existing sites, and intensification of use of existing sites (by infilling) will 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).

The above sites will not be allowed within the Heritage Coast, adjoining estuaries, within exposed parts of the AONB or where they would have a material adverse impact on the landscape.

Where planning permission is granted, a condition will normally 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 Council has adopted the Suffolk Advisory Parking Standards which set out the parking standards for the district. These 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 on-site car parking provision.

Footnote: In relation to Leiston see also paragraph 4.63



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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 private 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. Travel Plans can be an important tool in ensuring that development will not result in the capacity of the existing road network being reduced.

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 (AQMA's), 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 (e.g. retail, leisure activities); or
- (c) major residential development.

The travel plans should seek to reduce the use of private cars by:

- (i) 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.



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THE ENVIRONMENT

DESIGN

Aesthetics

5.50 High Quality 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 refers to various documents on good practice produced by government departments and Design Council CABE (Commission for Architecture and the Built Environment). Professionals working in property development should have knowledge of these.

5.51 The NPPF highlights the important of high quality design. It states (paragraph 56):

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”

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 be expected to establish a strong sense of place, using streetscenes and buildings to create attractive and comfortable places to live, work and visit. Accordingly, development will 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, heritage 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.

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. Changes in practice with regard to the recycling of household waste and the resulting need to accommodate larger bin storage areas, is one such example of the functional requirement of design.
- 5.55 Access to buildings and arrangements for their use by the public, including disabled people, are important planning matters.
- 5.56 ODPM/Home Office Safer Places:- The Planning System and Crime Prevention 2004 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 (former) 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.



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Development Management Policy DM22 – Design: Function

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

- The design and layout of the development provides and maintains safe and convenient access for people with disabilities;
- 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;
- Provision is made to enable access, turning and manoeuvring for emergency vehicles and the collection of waste; and
- 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.



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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 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 The NPPF, in particular paragraphs 93-99, 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) is a nationally recognised standard which requires 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 proposing increments of improved building standards be applied in legislation through the Building Regulations. What is meant by zero carbon and how it is defined remains a matter of debate at national level. Any resulting changes to the target dates will be picked up when the Core Strategy is reviewed.
- 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. An Energy Opportunities Plan (EOP) has been produced in the Suffolk Coastal Renewable and Low Carbon Technology Study (2010). The EOP shows areas across the district where there is potential to deliver renewable/low carbon energy and will assist developers with considering ways to meet sustainable building standards.
- 5.64 The exceptional approach is advocated by the NPPF (paragraphs 95-96), but states that authorities must give consideration to issues of viability and use nationally accredited systems which the CSH 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 Council is also following the ongoing national work which is tracking the costs associated with building to the CSH – the current trend for reducing general costs is noted. The evidence base has 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.

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 reduce emissions linked to changes to the climate and take into account the effects of climate change.

In order to satisfy this, residential developments should:

Meet at least the following full Code for Sustainable Homes (CSH) star levels once successive updates to Part L of the Building Regulations come into force:

- (a) in 2010 – Code level 3
- (b) in 2013 – Code level 4
- (c) in 2016 – Code level 5

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 Site Specific Allocations and Area Action Plan Development Plan Documents will set out any further requirements necessary in these areas.

As evidence of compliance, the Council will require the submission of an interim CSH certificate(s) prior to development commencement. A final CSH certificate of compliance will be required to be submitted upon development completion. 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 sustainable construction 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 take 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.



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Development Management Policy DM25 – Art

When considering applications for major development the District Council will seek 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 require a legal agreement relating to the future maintenance of the art feature where appropriate.

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

Development Management Policy DM26 – Lighting

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

- (a) The proposed lighting scheme is the minimum needed for security, working purposes, recreational or other use of the land;
- (b) It is designed so as 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 (excluding street lighting).

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 therefore 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 (excluding street lighting).

BIODIVERSITY AND GEODIVERSITY

5.70 A significant part of the district is within internationally and nationally designated environmental 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. Consideration should be given to the European Birds or Habitats Directives as to whether “screening” of impacts and/or an appropriate assessment is required. In accordance with national policy guidance, the strongest level of protection is given to these areas and the presumption in favour of sustainable development therefore does not apply to development proposals requiring appropriate assessment under European Birds or Habitats Directives (the NPPF paragraph 119). At the same time, it is also recognised that sometimes certain types of development could in fact improve wildlife habitats.

5.71 Sites of European importance, which include Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's) are statutorily protected under the Conservation of Habitats and Species Regulations 2012 (based on EU directives), and wetlands of global importance (Ramsar sites) are protected by Government policy to apply the same level of protection as to European sites. Sites of Special Scientific Interest (SSSI's), of national importance, are protected under the Wildlife and Countryside Act 1981 (as amended). The district also contains sites of local importance including County Wildlife Sites (CWS's) designated by the Suffolk County Wildlife Sites panel, Local Nature Reserves (LNR's) designated by Local Authorities, and Regionally Important Geological Sites (RIG's) designated by GeoSuffolk. Considerable weight is given to protecting these designated sites.

5.72 Plans or projects which may have a likely significant effect on a European site will require appropriate assessment under Reg. 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). Accordingly, local authorities can only consent plans or projects where it can be ascertained that they will have no adverse effect on the integrity of a European site. In exceptional circumstances, where there are no alternative solutions, a plan or project may meet the tests of Imperative Reasons of Overriding Public Interest (IROPI), which then requires demonstration that appropriate compensation will be provided to ensure that the integrity of the Natura 2000 network is not compromised. Given the rigour of these tests, the presumption is that plans or projects that could adversely affect Natura 2000 sites will not be approved. In practice, schemes which qualify for IROPI are extremely rare and are very unlikely to fall under the Council's remit for decision making.

Development Management Policy DM27 – Biodiversity and Geodiversity

All development proposals should:

- (a) protect the biodiversity and geodiversity value of land and buildings and minimise fragmentation of habitats;
- (b) maximise opportunities for restoration, enhancement and connection of natural habitats; and
- (c) incorporate beneficial biodiversity conservation features where appropriate.

Development proposals that would cause a direct or indirect adverse effect (alone or combined with other plans or projects) to the integrity of internationally and nationally designated environmental sites or other designated areas, priority habitats or protected/priority species will not be permitted unless:

- (i) prevention, mitigation and, where appropriate, compensation measures are provided such that net impacts are reduced to a level below which the impacts no longer outweigh the benefits of the development*; or
- (ii) with regard to internationally designated sites that the exceptional requirements of Reg. 62 of the Conservation of Habitats and Species Regulations 2010 (as amended) relating to the absence of alternative solutions and Imperative Reasons of Overriding Public Interest have been met.

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

*Footnote: *If the result of the Appropriate Assessment is that part of the Core Strategy cannot be delivered without adverse impacts on a European site which cannot be appropriately mitigated then planning permission will only be granted for a level and location of development for which it can be concluded that there will be no adverse impact on the integrity of the site even if this level is below that indicated in the Core Strategy.*

5.73 In order to protect nature conservation, it will also be important to protect habitats outside designated sites and to protect particular species, such as those which are rare or protected. Suffolk Biodiversity Action Plan priority species and habitats as defined by Suffolk Biodiversity Partnership, and other species protected by law will be protected from harmful development. Where there is reason to suspect the presence of nature conservation interests, applications for development should be accompanied by a survey and assessment of their value, in accordance with local biodiversity validation requirements. If present, the proposal must be sensitive to, and make provision for, their needs.

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 safety requirements in the Technical Guidance to the National Planning Policy Framework (and any successor). These include the 'sequential test'; where needed the 'exception test' and also a site-specific flood risk assessment that addresses the characteristics of flooding and has tested an appropriate range of flood event scenarios. 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, Key or Local 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 the Technical Guidance to the National Planning Policy Framework. 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, Key or Local 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'.

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:

- (i) 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
- (ii) 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 and Map 3.



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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 the NPPF 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.



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Development Management Policy DM29 – Telecommunications

Proposals for telecommunications installations, including masts, antennae, dishes and other apparatus, will 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 the Council will expect, as far as possible, a sympathetic approach which may include camouflaging equipment and structures. 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 settings of listed buildings or scheduled monuments.

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 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 be permitted where this will not prejudice its viability or future operation, and subject to the other policies in the Local Plan.

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, museums 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 suitable and viable 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 Fields in Trust 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.



SCDC

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.

Where the loss of the facility would result in a shortfall in provision or would exacerbate an already existing shortfall, an equivalent facility must be 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, where a local need has been identified. Contributions to off-site provision will be secured as part of the standard charges set in the Community Infrastructure Levy Charging Schedule, when adopted.



SCDC

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, Site Specific Allocations or Neighbourhood Plan documents.

5.92 According to the University of Derby study the majority of allotment plot sizes across England are approximately 10m x 30m, with some made smaller (e.g. 10m by 15m) to attract smaller plot users. Proposals for new allotments should aim to provide plots of these sizes.

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 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.



SCDC

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 Plan (LP) 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 LP 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 LP and the SCS. The monitoring framework, which is proposed to track progress towards meeting objectives, is found in Table 6.2. The linkages, synergies and delivery mechanisms between the main strategies and partners and the Local Plan Core Strategy policies are set out in Table 6.3, 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 LP 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, waste water treatment, 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 (IPA) designation was lost with the revocation of the Regional Spatial Strategy (EoEP), 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 parish of Westerfield which also abuts the Ipswich Borough boundary. The Eastern Ipswich Plan Area (EIPA), and notably east of the A12 is where the Council sees significant growth over the plan period. Further reference to the IPA in this section should now read EIPA. 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 Essex & Suffolk 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 Eastern Ipswich Plan 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 Area Action Plan and Site Allocations and Area Specific Policies DPDs 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 waste water services in the district. A costing of any required infrastructure will not be available from Anglian Water until detailed plans are better known.
- 6.12 In the Felixstowe area, there is an estimated immediate foul-drainage capacity available to deal with a modest growth of housing up to around 100 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 wider EIPA 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, but again further infrastructure reinforcement is likely to be needed here.
- 6.15 Further investigation into waste water 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. A further study commissioned by the Council has assessed the green infrastructure needs of the remainder of the district. The outcomes of these two studies will form the basis for the implementation of the LP 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 Estuaries Natura 2000 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 (SFRA) 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 was carried out in respect of identifying strategic options and solutions for this as part of the evidence base supporting the former EoEP. 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 the wider 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 former EoEP 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 EoEP is no longer a 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 LP. 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 UK Power Networks is the responsible authority for electricity distribution 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 £1m-£3m. Similarly, UK Power Networks 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 UK Power Networks to clarify these positions and identify any other issues across the district.

Health provision

- 6.28 Suffolk Primary Care NHS Trust (now Clinical Commissioning Groups) is responsible for commissioning all health care and providing primary care facilities within 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. Reference can be made to the Ipswich Eastern Fringe and Felixstowe Peninsula Infrastructure studies in the Evidence Base.
- 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 provision within Felixstowe and is 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, other than for proposals arising under recent legislation, such as Free Schools or Academies. Following the cessation of the previous Building Schools for the Future (BSF) programme, activity is expected to centre around those issues, together with the School Organisational Review.
- 6.33 In Felixstowe, the Felixstowe Academy came into being in Autumn 2011. A proposal by the Academy is under development for the creation of one secondary school on a single site, the Orwell Campus, formerly Orwell High School. The Felixstowe Academy has sufficient funding allocated to create this new purpose-built school for the peninsular. A single new school site will have capacity to serve strategic housing growth but may require further extension to the building in due course. The proposed scheme has been designed in such a manner that additional

accommodation can be added allowing for more pupils should the need arise. Funding for additional build will be secured through planning contributions. Primary school capacity is dependent upon the location of new housing developments. 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 capacity 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 more easily be accommodated. Any strategic housing allocation would need to include primary school provision to serve it.

Air Quality

- 6.35 The Council endorsed the 'Draft Action Plan for Air Quality Around Felixstowe Port' in March 2012. This document and the action plan previously adopted for Woodbridge Air Quality Management Area in February 2011 will form a material planning consideration in the determination of planning applications in the affected areas.

Planning Obligations

- 6.36 The Council endorsed the 'Section 106 Developers Guide to the Infrastructure Contributions in Suffolk' and accompanying 'Topic Papers' in March 2012. These documents provide guidance on the infrastructure related planning obligations, that will be considered by the Local Planning Authority when determining Planning Applications. These guidance documents are expected to form a key piece of evidence, when the local authority develops a Community Infrastructure Levy (CIL).
- 6.37 The following Table summarises the identified key infrastructure requirements necessary to deliver the development strategy set out in the Core Strategy. It provides a broad indication of significant risks and mitigation.

Table 6.1 Infrastructure identified as necessary for the delivery of the Core Strategy

Proposal	What aspect of the strategy depends on the proposal	Lead delivery body/ bodies	Estimated cost	Funding sources (committed or likely)	Completion target (short/ medium or long term)	Risks	Mitigation
EASTERN IPSWICH PLAN AREA							
Education							
Pre-school	Delivery of strategic residential development. Phased provision linked to number of new homes.	Education authority/ developer	£8m	Suffolk County Council / Developer	Short term	Overcrowding – bus elsewhere. Lack of community cohesion – increased traffic.	Amend phasing of new development.
Primary School					Short & medium term		Ensure commitment of education provider. S106 protocol recently agreed.
Secondary			£25m		Short, medium & long term	Overcrowding – bus elsewhere. Lack of community cohesion – increased traffic.	Amend phasing of new development. Ensure commitment of education provider. S106 protocol recently agreed. Proposed location agreed with education provider.
Open Space							
On-site green space including for dog walking; Improvements to rights of way; contributions to monitoring and wardening.	Delivery of strategic residential development – mitigating impacts of new development on Natura 2000 sites.	Developer Suffolk Coastal District Council Suffolk County Council		Developer – in kind and financial contributions	Expected targets short, medium and long term	Agreed mitigation measures not provided or monitoring of mitigation measures shows more needed.	Review plan to identify alternative location for development. Review mitigation measures and agree what else required and secure means to achieve it.
Healthcare							
Health centre	Delivery of strategic residential development.	Health authority	£1.32m	Health authority / developer	Medium term	Existing facilities become overstretched. Level of service to existing residents worse. New residents unable to register with local GP.	Agree with health care providers optimum time for new provision and commitment to provision. Amend phasing of development.
Road Network							
Junction improvements to A12; improvements to Foxhall Road and A1214 corridors.	Delivery of strategic residential and employment development.	Highways Agency/ Suffolk County Council / Developer / Public transport providers.	£13.75m	Developer	Short, medium and long term	Local and strategic road networks unable to cope with increased levels of traffic particularly at peak time. Possible adverse impact on functioning of port.	Agree phasing of new development with highway authorities. Secure legal agreement to ensure funding etc available for work to be completed as necessary. Review plan.
Travel planning							
Investment in public transport							
Improved foot and cycle path provision							
Waste water							
Woodbridge Sewage Treatment Works investment, upgrade	Delivery of strategic residential and employment development.	Anglian Water / Developer	Significant	Anglian Water / Developer	Short / medium term	Upgrades cannot be achieved as envisaged.	Review plan.

Proposal	What aspect of the strategy depends on the proposal	Lead delivery body/ bodies	Estimated cost	Funding sources (committed or likely)	Completion target (short/ medium or long term)	Risks	Mitigation
and consent increases required – also upgrade and extension to sewer network.							
On-site Drainage							
Strategic approach to deal with surface water – use of Sustainable Urban Drainage systems etc	Delivery of strategic residential and employment development. Protection of neighbouring areas of nature conservation interest.	Developer / Suffolk County Council / Anglian Water		Developer	Short / medium / long term	Suitable solution cannot be found to meet proposed scales of development.	Review scale and phasing of development.
FELIXSTOWE / WALTON & TRIMLEY VILLAGES							
Education							
Secondary – opening single new secondary school as replacement for two existing schools. The site to allow sufficient space for potential longer term expansion.	Delivery of residential development – skills base for future employment.	Suffolk County Council	Committed	Suffolk County Council	Short term	Insufficient additional land included within new school site to allow for extension to meet full long term requirements.	Agree with education provider means by which long term requirements can be met. Ensure information factored into new build scheme from the start.
Open Space							
Improved access to and enhanced provision of open space.	Delivery of strategic residential development – mitigating impacts of new development on Natura 2000 sites.	Developer Suffolk Coastal District Council Suffolk County Council		Developer – in kind and financial contribution	Short, medium and long term	Impact of development greater than anticipated. Monitoring of mitigation measures agreed shows additional mitigation required.	Review of plan if impact of development cannot be adequately mitigated. Agree and secure additional mitigation measures.
Healthcare							
Health centre – new provision in more appropriate location.	Delivery of residential development.	Health Authority	Committed	Health Authority	Short term	Other existing health care facilities become over-stretched. New residents unable to register with local GP.	Early discussion with health care providers to agree long term strategy for health care provision. Note current resolution to grant planning permission for new healthcentre.
Road network							
Felixstowe – traffic management and cycle route improvements.	Delivery of residential and employment development.	Suffolk County Council	£450k	Suffolk County Council	Short term	New measures insufficient to mitigate impacts of proposed scale of new development.	Secure additional funding from developers/reprioritise CIL spending. Agree with highway authority additional improvements. New link road between Candlet Road and Trimley High Road may be one such solution.

Implementation and Monitoring

Proposal	What aspect of the strategy depends on the proposal	Lead delivery body/ bodies	Estimated cost	Funding sources (committed or likely)	Completion target (short/ medium or long term)	Risks	Mitigation
Rail network							
Felixstowe to Nuneaton Rail improvements including Ipswich Chord; Felixstowe Branch Line Trimley to Levington double tracking.	Delivery of strategic employment linked to Felixstowe Port. Increased rail capacity also helps enable delivery of strategic residential and employment development utilising A14.	Network Rail	Committed	Network Rail Department for Transport Developer	Short, medium and long term	Work agreed as part of improvement to docks takes longer than anticipated. Pressure on strategic road network increases – delays etc.	Review of plan and forecasts which sit behind it.
REST OF DISTRICT							
Road network							
A12 – four villages improvements	Key north-south route through district.	Developer	Will depend on improvements agreed	Developer	Medium / long term	Funding cannot be secured.	Continue to lobby for funding. Possible CIL contribution.
Operation Stack	Management issue for vehicles using Felixstowe Docks. Transport and logistics is employment sector of sub-national and national importance.	Suffolk County Council		Suffolk County Council Developer Department for Transport	Medium / long term	-	-
A14 Copdock major improvement	Continuing improvement to strategic route network and traffic movements both north-south and east-west.	Highways Agency		Department for Transport	Long term	Improvement does not go ahead or is re-phased to later date.	Review of plan and scale and location of development. Cross boundary matter.
Rail network							
Beccles Loop	Location of loop is outside of district but will facilitate full hourly service on east coast line. Hourly service offers realistic alternative to people using A12.	Network Rail	Committed	Network Rail	Hourly service commenced December 2012	-	-
Leiston passenger rail service re-instatement	Offers alternative to people using local and strategic road network.	Network Rail Developer		Network Rail Developer	Medium / long term	Existing situation remains. Increased traffic on local and strategic road network.	Work with developers and service providers to secure provision.
Waste Water							
Benhall – Saxmundham – potential need for increased discharge consent or alternative treatments.	Delivery of housing and employment within the catchment area.	Anglian Water		Anglian Water Developer	Medium / long term	Timing of improvements may delay proposed housing and employment delivery.	Possible review of plan (site specific rather than Core Strategy) in relation to potential phasing of development in this location.

Proposal	What aspect of the strategy depends on the proposal	Lead delivery body/ bodies	Estimated cost	Funding sources (committed or likely)	Completion target (short/ medium or long term)	Risks	Mitigation
Leiston – Sewage Treatment Works – some investment required to reduce impact of flooding from combined sewer overflows.	Delivery of housing and employment within the catchment.	Anglian Water		Anglian Water Developer	Medium / long term	Timing of improvements may delay proposed housing and employment delivery.	Possible review of plan in relation to phasing of new development in this location. Potential for further improvements and upgrades linked to possible new nuclear provision.
Melton – Sewage Treatment Works – some upgrade or expansion may be required dependent on levels of development consented.	Delivery of housing and employment.	Anglian Water Developer		Anglian Water Developer	Medium / long term	Timing of improvements may delay proposed housing and employment delivery.	Possible review of plan in relation to phasing of new development in this location.
Water Supply							
Range of activities proposed by Anglian Water Services and Essex and Suffolk Water to maintain supply.	Delivery of housing and employment.	Anglian Water Services Essex and Suffolk Water		Anglian Water Services Essex and Suffolk Water	Short / medium and long term	Water companies do not complete schemes agreed to anticipated timings.	Review of plan and to phasing of new housing and employment development.

Implementation and Monitoring

Table 6.2 – Monitoring Framework

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

Objective*	Target	Indicators	Core Strategy & Development Management 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 7,900 homes throughout the district in the period 2010 to 2027. Of this, 2,320 are to be accommodated in the Eastern Ipswich Plan Area due to economic and sustainability reasons.</p> <p>In accordance with the locally derived housing targets, deliver an average of 465 dwellings per annum over the period up to 2027, which provides a mix of home sizes, type and tenure to match the needs of the existing and future population of the area.</p> <p>To maintain provision for a 15 year housing supply and a 5-year rolling housing land supply.</p> <p>Achieve at least 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>	<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, SP22, SP23, SP24, SP25, SP26, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM5, DM6, DM7, DM9</p>
3. New Homes	<p>To increase the number of affordable homes by constructing 1,896 affordable homes in the period up to 2027.</p> <p>To achieve at least 380 new affordable homes in the first five years of the Plan.</p> <p>Deliver an average of 465 new homes per annum over the Plan period, which provides a</p>	<ul style="list-style-type: none"> • Housing completions. • Affordable Housing provision. • Affordable housing delivery on exception sites. • Number of homes lost to open market under right to acquire. • Affordable Housing tenure. • Housing density. • Types and size of homes. • Home price to income ratio. • Homelessness. 	<p>SP2, SP3, SP4, SP19, SP27, SP28, SP29</p> <p>DM1, DM2, DM3, DM4, DM9</p>

Objective*	Target	Indicators	Core Strategy & Development Management Policies
	<p>mix of home sizes, type and tenure to match the needs of the existing and future population of the area.</p> <p>Meeting identified need for Gypsy & Travellers accommodation.</p>	<ul style="list-style-type: none"> Gypsy & Traveller authorised/unauthorised pitches. 	
4. Economic Development	<p>From 2001 – 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 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"> Amount of employment floor space created / lost. Development lost / gained on previously developed land. VAT business registration changes. Unemployment rate. Employment space lost to other uses. % employed by sector type 	<p>SP5, SP6, SP7, SP8, SP9, SP20, SP21, SP22, SP23, SP24, SP25, SP26, SP27</p> <p>DM10, DM11, DM12,</p>
5. The Rural Economy	<p>Maintain and enhance the prosperity of business activity in rural areas.</p>	<ul style="list-style-type: none"> Amount of employment floor space created / lost in rural areas. 	<p>SP7, SP8, SP29</p> <p>DM12, DM13, DM14, DM15, DM16, DM17, DM18</p>
6. Tourism	<p>Increase the economic benefits of tourism in a sustainable manner.</p>	<ul style="list-style-type: none"> Number and percentage employed in tourism. Planning applications in accordance with and contrary to policies. 	<p>SP8</p> <p>DM17, DM18</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. % of national to independent retailers (policy objective). 	<p>SP9, SP21, SP22, SP23, SP24, SP25, SP26</p>

Implementation and Monitoring

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

Objective*	Target	Indicators	Core Strategy & Development Management Policies
	<p>No loss of areas or populations of biodiversity importance.</p> <p>Continually improve the condition reported of SSSIs.</p>		
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 paragraph 64 of NPPF.</p>	<ul style="list-style-type: none"> • Number of instances where the policies have been used as a reason for refusal of planning permission. 	<p>SP15</p> <p>DM21, DM22, DM23, DM25, DM26</p>
13. Accessibility	<p>To improve the proportion of the population with access to key local facilities as defined in the Settlement Hierarchy.</p>	<ul style="list-style-type: none"> • Parishes lost/gained key facilities. • New retail floor space in town centres. • VAT business registration changes. • Proportion of A1 units in town centres. 	<p>SP11</p> <p>DM30, DM31, DM32, DM33</p>
14. Green Infrastructure	<p>To increase the amount of open space and play space.</p> <p>To increase the amount of high quality open space managed to Green Flag standard.</p> <p>In partnership, to set up and implement Visitor Management Plans on the Deben and Orwell Estuaries.</p>	<ul style="list-style-type: none"> • Amount of leisure development. • Change in the provision of open space meeting the standard. • Change in the provision of Play Space meeting the standard. • The amount and percentage of open space managed to Green Flag award standard. • Gains/Losses of green infrastructure over 1ha. • Progress milestones of Visitor Management Plan. 	<p>SP16, SP17</p>
15. Physical & Community Infrastructure	<p>To improve levels of service provision and ensure identified deficiencies are addressed and ensure that planning growth is supported by appropriate provision for physical and community infrastructure and funding.</p>	<ul style="list-style-type: none"> • Amount of S106 money secured. • Number of planning applications incorporating a contribution towards provision of services and infrastructure. • Successful achievement of identified key infrastructure projects. 	<p>SP18</p> <p>DM32, DM33</p>

Implementation and Monitoring

Table 6.3 – 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 LP 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 • East Suffolk Partnership • Suffolk County Council • Local Parishes • Developers • Statutory service providers • Transport operators
SP2 – Housing Numbers and Distribution	2010-2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Neighbourhood 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 and Parish Councils
SP3 – New Homes	2010-2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Neighbourhood 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 • Town and Parish Councils • Neighbourhood Planning Groups
SP4 – Gypsies, Travellers & Travelling Showpeople	2010-2027	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Single Issue Site Specific Allocations Document • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • New Traveller Groups • The Travelling Showman's Guild • The Forestry Commission • Local landowners
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 • Suffolk Coastal District Council Annual Monitoring Report 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Haven Gateway Partnership • Developers • Local businesses • Local Enterprise Partnership

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
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 • East Suffolk Partnership • Haven Gateway Partnership • Suffolk County Council • Developers • Local businesses • Town and Parish Councils • Felixstowe Futures • Local Enterprise Partnerships
SP7 – Economic Development in the Rural Areas	Plan lifetime	<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 • East Suffolk Partnership • Haven Gateway Partnership • Developers • Local businesses • Local Enterprise Partnerships
SP8 – Tourism	Plan lifetime	<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 • East Suffolk Partnership • English Heritage • Suffolk Coast & Heaths Unit
SP9 – Retail Centres	Plan lifetime	<ul style="list-style-type: none"> • All LP spatial planning documents • Development Management decisions • Suffolk Coastal Retail Study (including updates) 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Developers • Local businesses • Town and Parish Councils
SP10 – A14 & A12	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 • East Suffolk Partnership • Suffolk County Council • Other Suffolk Local Authorities • Highways Agency • Transport operators • Haven Gateway Partnership
SP11 – Accessibility		<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 • East Suffolk Partnership • Suffolk County Council • Other Suffolk Local Authorities • Highways Agency • Transport operators • Haven Gateway Partnership • Town & Parish Councils

Implementation and Monitoring

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
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 • Alde & Ore Futures
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 • East Suffolk Partnership • Suffolk County Council • Developers • Statutory service providers • Local Enterprise Partnership • Health & Safety Executive (Nuclear Inspectorate) • Town & Parish Councils
SP14 – Biodiversity & Geodiversity	Plan lifetime	<ul style="list-style-type: none"> • All LP 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 • East Suffolk Partnership • Suffolk County Council • Natural England • Suffolk Biological Records Office • Suffolk Coasts & Heaths Unit • Suffolk Wildlife Trust • Forestry Commission
SP15 – Landscape & Townscape	Plan lifetime	<ul style="list-style-type: none"> • All LP spatial planning documents • Development Management decisions • Landscape Character Assessment • Suffolk Coasts & Heaths AONB Management Plan 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Natural England • Environment Agency • Suffolk Biological Records Office • Suffolk Coasts & Heaths Unit • English Heritage
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 • East Suffolk Partnership • Sport England – East • Developers • Town & Parish Councils
SP17 – Green Space	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Area Action Plans • Neighbourhood Plans • Development Management decisions • Haven Gateway Green Infrastructure Strategy • Cultural 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

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP18 – Infrastructure	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Development Management decisions • Supplementary Planning Documents • Sustainable Community Strategy • Haven Gateway Water Cycle Strategy • Haven Gateway Green Infrastructure Strategy (plus SCDC additional study) 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Haven Gateway Partnership • Statutory service providers • Developers • Town/Parish Councils
SP19 – Settlement Policy	Plan lifetime	<ul style="list-style-type: none"> • All LP spatial planning documents • Development Management decisions 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Developers • Town/Parish Councils
SP20 – Eastern Ipswich Plan Area	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Martlesham, Newbourne and Waldringfield Area Action Plan • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Town/Parish Councils • Developers • Statutory service providers
SP21 – Felixstowe with Walton and the Trimley villages	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management 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 • East Suffolk Partnership • Town & Parish Councils • Developers • Statutory service providers • Environment Agency • Felixstowe Futures
SP22 – Aldeburgh	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Town Council • Developers • Statutory service providers • Suffolk Coast Forum
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 • East Suffolk Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers

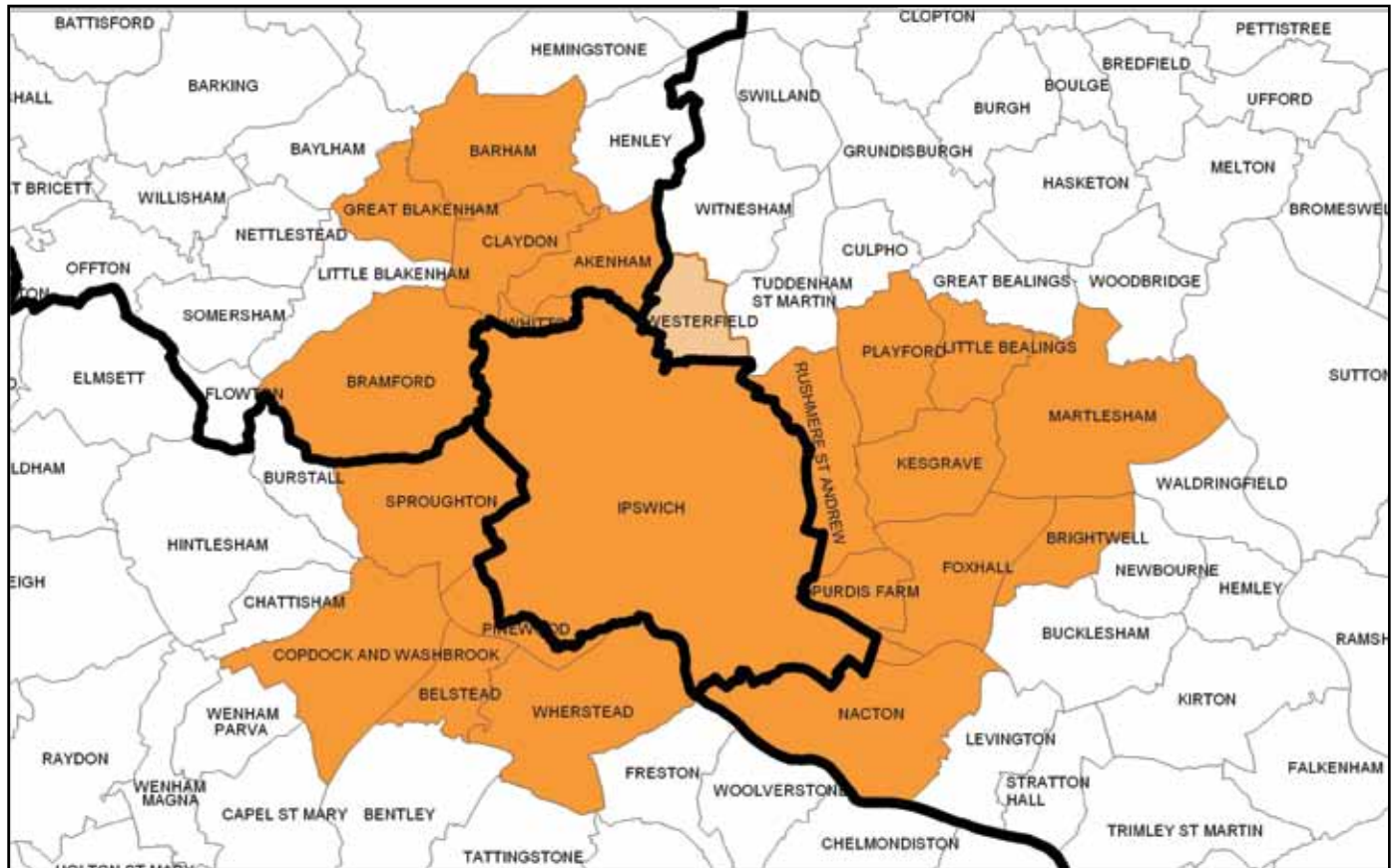
Implementation and Monitoring

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
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 • East Suffolk 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 • East Suffolk Partnership • Suffolk County Council • Town Council • Developers • Statutory service providers
SP26 – Woodbridge	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Site Specific Allocations & Policies • Sustainable Community Strategy • Planning Briefs for Allocated Sites 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Suffolk County Council • Town and Parish Councils • Developers Statutory service providers
SP27 – Key & 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 • East Suffolk Partnership • Suffolk County Council • Parish Councils • Developers • Statutory service providers • Suffolk Coast Forum
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 • East Suffolk Partnership • Suffolk County Council • Parish Councils • Developers • Statutory service providers • Suffolk Coast Forum
SP29 – The Countryside	Plan lifetime	<ul style="list-style-type: none"> • All LP spatial planning documents • Development Management decisions • Development in the Countryside SPD 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Housing Association • Suffolk County Council • Parish Councils • Suffolk Coast Forum

Policy*	Timescale	Implementation mechanism	Key Agencies & Partners
SP30 – The Coastal Zone	Plan lifetime	<ul style="list-style-type: none"> • Core Strategy & Development Management Policies • Felixstowe Peninsula Area Action Plan • Site Specific Allocations & Policies • Development Management decisions • Shoreline Management Plan • Strategic Flood Risk Assessment • Estuary Management Plans 	<ul style="list-style-type: none"> • Suffolk Coastal District Council • East Suffolk Partnership • Environment Agency • Natural England • Town and Parish Councils • Suffolk Coast Forum • Felixstowe Futures

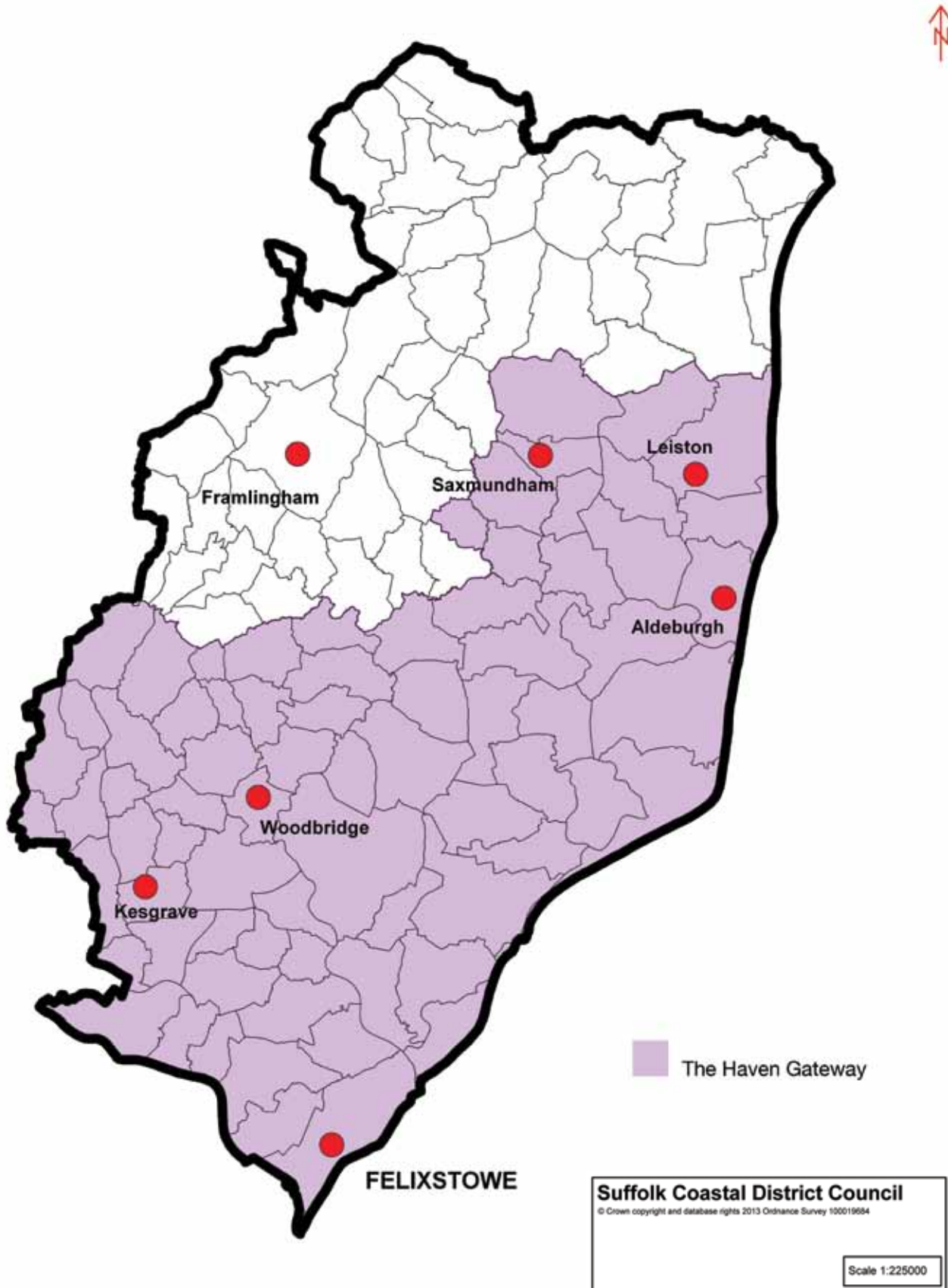
MAP 1 – Ipswich Policy Area, including Westerfield

Suffolk Coastal District Council <small>© Crown copyright and database rights 2013 Ordnance Survey 100019684</small>	Ipswich Policy Area (inc Westerfield)
	Scale 1:100000



MAP 2 – Suffolk Coastal Haven Gateway area

Diagrammatic Representation



MAP 3 – DM28 - Housing Market Areas

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DM28 - Housing Market Areas

Scale 1:210000



MAP 4 – Martlesham, Newbourne & Waldringfield AAP boundary

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<p>Scale 1:40000</p>	



MAP 5 – Felixstowe Peninsula AAP boundary

Suffolk Coastal District Council

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**Felixstowe Peninsula
AAP boundary**

Scale 1:60000



APPENDICES

Appendix A – Glossary

Appendix B – Housing Trajectory

Appendix C – Schedule of “Saved” Policies to be Superseded,
Abandoned or Retained

Appendix D – Changes to Physical Limits Boundaries

Appendix A – Glossary

Adopted Proposals Map	A component of a Local Plan (LP) 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).
Annual Monitoring Report	A report on how the Council is performing in terms of the LP. Includes review of The Local Development Scheme (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	Also known as “previously developed land”. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure of fixed surface infrastructure have been blended into the landscape in the process of time. <i>Source NPPF</i> .
Common Housing Register	A list of people who have applied for housing. The Register is held by SCDC as per Part 6 of the Housing Act 1996.
Community Right to Build	“As part of neighbourhood planning, the Localism Act gives groups of local people the power to deliver the development that their local community want. They may wish to build new homes, businesses, shops, playgrounds or meeting halls. A community organisation, formed by members of the local community, will be able to bring forward development proposals which, providing they meet minimum criteria and can demonstrate local support through a referendum, will be able to go ahead without requiring a separate traditional planning application. The benefits of the development, such as new affordable housing or profits made from letting the homes, will stay within the community, and be managed for the benefit of the community. The Government will also fund sources of help and advice for communities who want to bring forward development under the community right to build.” (page 15, ‘A plain English guide to the Localism Act’, DCLG, November 2011).
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	A decent home is one which complies with the following criteria 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. <i>(Source: DCLG A Decent Home Definition and Guidance for Implementation, 2008).</i>
Department for Communities and Local Government (DCLG)	The Department of the Secretary of State responsible for all planning matters.

Development Plan	A suite of documents setting out the local planning authority's policies and proposals for the development and use of land and buildings. (see diagram in preface). It is the starting point for the determination of planning applications. Until superseded, it includes the "saved" policies from the Suffolk Coastal Local Plan (incorporating 1st & 2nd Alterations). It also includes any Neighbourhood Plans prepared by the community but adopted by the Council.
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 Plan and includes the Core Strategy, Site Allocations and Area Specific Policies Development Plan Document and Area Action Plans.
Eastern Ipswich Plan Area (EIPA)	Eastern Ipswich Plan Area identifies Suffolk Coastal's part of the wider Ipswich planning influence. This includes the parishes of Brightwell, Foxhall, Little Bealings, Martlesham (part), Nacton, Playford, Purdis Farm, Rushmere St. Andrew, Westerfield; and the town of Kesgrave. However, it excludes the small amount of Martlesham parish which adjoins the town of Woodbridge.
Eligible Household	In the context of affordable housing Planning Policy Statement 3 defines 'Eligible Households' as "those whose needs are not met by the market" (Annex B, PPS3, DCLG, June 2011).
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 key players in the ports, shipping and logistics industry.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
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.
Ipswich Policy Area (IPA)	A spatial area reflecting the sub-regional role played by Ipswich as defined in the former RSS. This included Ipswich Borough and adjoining parts of Suffolk Coastal, Babergh and Mid Suffolk Districts. Within Suffolk Coastal it includes the parishes of Brightwell, Foxhall, Little Bealings, Martlesham, Nacton, Playford, Purdis Farm, Rushmere St. Andrew, Westerfield; and the town of Kesgrave. (see also Map 1). Through the Core Strategy this has been extended to include the parish of Westerfield.
Local Development Document (LDD)	Any document within the Local Plan. 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.

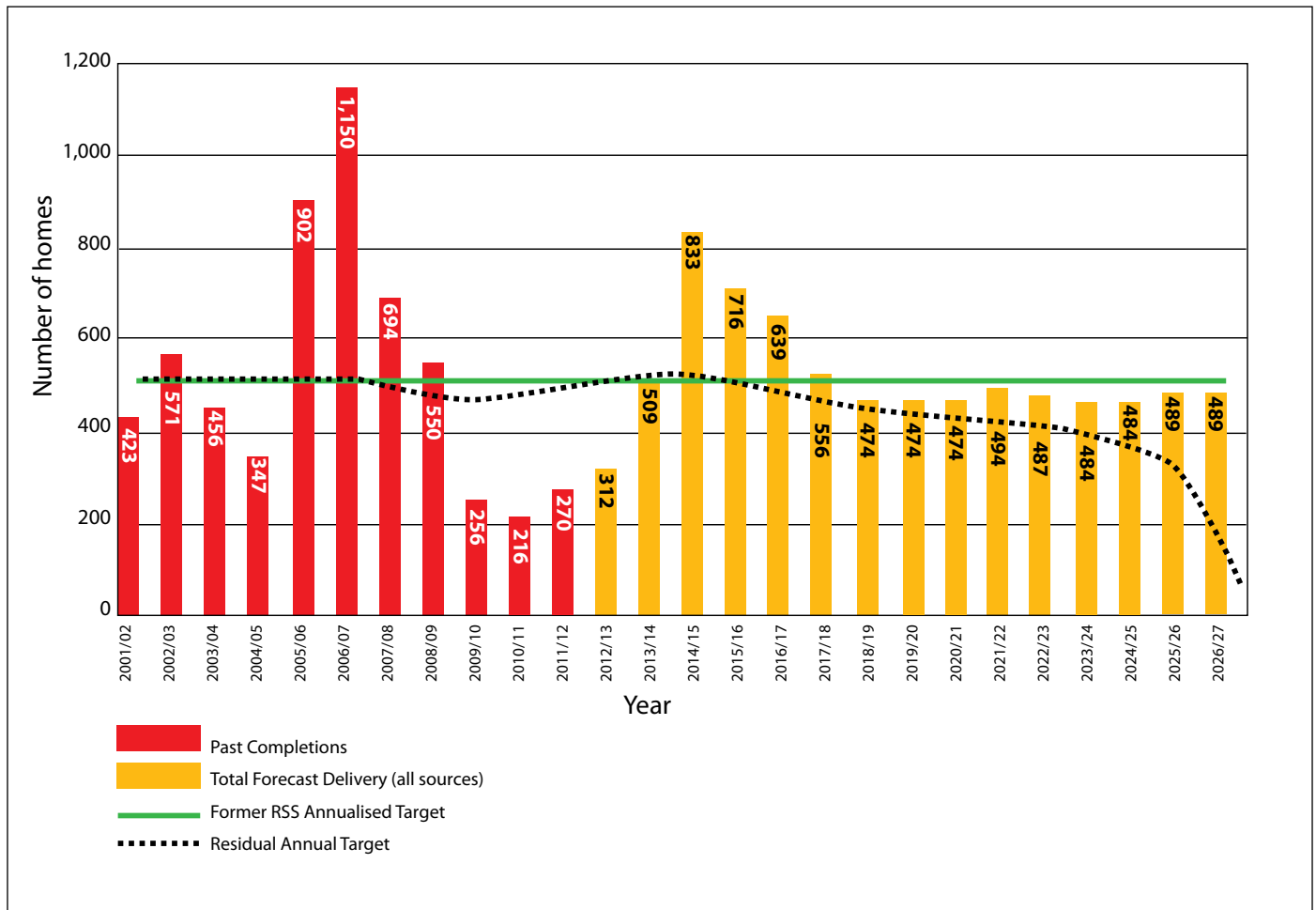
Appendix A – Glossary

Local Development Framework (LDF) - now Local Plan (LP)	The portfolio of Local Development Documents. Note LDF now incorporated in the National Planning Policy Framework definition of “Local Plans”
Local Development Scheme (LDS)	A document that sets out what Local Development Documents are to be produced and the timetable for their production.
Local Housing Needs Survey	A survey which identifies the local housing needs, aspirations and demands within a defined area (usually a parish or small group of parishes).
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.
Neighbourhood Development Plan	“These plans can be very simple and concise, or go into considerable detail where people want. Local communities will be able to use neighbourhood planning to grant full or outline planning permission in areas where they most want to see new homes and businesses, making it easier and quicker for development to go ahead. Provided a neighbourhood development plan or order is in line with national planning policy, with the strategic vision for the wider area set by the local authority, and with other legal requirements, local people will be able to vote on it in a referendum. If the plan is approved by a majority of those who vote, then the local authority will bring it into force.” <i>page 15, ‘A plain English guide to the Localism Act’, DCLG, November 2011.</i>
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’.
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 Spatial Strategy - EoEP (revoked 3rd January 2013)	A strategy adopted in 2008 which set out how the region should look in the future. It identified the scale and distribution of new housing in the region, indicated areas for regeneration, expansion or sub-regional planning and specified priorities for the environment, transport, infrastructure, economic development, minerals and waste treatment and disposal. The document and the evidence base which sat behind it remain the common basis for strategic planning in the future under the duty to co-operate introduced in the Localism Act 2011.
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.” <i>Source: PPS 1 ODPM, 2004, pp3.</i>
SSSI	Site of Special Scientific Interest.
Statement of Community Involvement	The Statement of Community Involvement (SCI) 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.

Sub-Regional Level Housing Market	“Sub-regional housing market areas are geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work.” <i>Source: Page 6, Sub-regional housing market areas - Advice note, DCLG, March 2007.</i>
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 Community 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	Suffolk Coastal District Council is The Planning Authority for the district apart from issues relating to waste and minerals which are the responsibility of Suffolk County Council.

Appendix B – Indicative Housing Trajectory (2001 – 2027)

Indicative Housing Trajectory (2001 – 2027)



It should be noted that within the trajectory, windfall is only assumed within the last 5 years of the plan as stated within paragraph 3.34. It is accepted that in practice such sites will occur throughout the whole plan period, with actual numbers identified in the Annual Monitoring Report in terms of completions or outstanding planning permissions.

Appendix C – Schedule of “Saved” Policies to be Superseded, Abandoned or Retained

The schedule is produced to comply with Regulation 13(5) of the Town & County Planning (Local Development) (England) Regulations 2004 (as amended) and sets out which Local Plan Saved Policies are proposed to be superseded or abandoned upon adoption of the Core Strategy & Development Management Policies document. Where a policy number is missing from the list below, this indicates the policy was abandoned in 2007.

Policies to be Superseded

The following Local Plan Saved Policies from the Suffolk Coastal Local Plan (incorporating the First and Second Alterations) are proposed to be superseded upon the formal adoption of the Core Strategy & Development Management Policies document:

SAVED POLICY NO.	SAVED POLICY TITLE	REPLACEMENT POLICY NO.
AP8	Countryside protection	SP19, SP28, SP29
AP9	Countryside – extensions to commercial activities	SP1, SP7, DM21
AP12	Areas of Outstanding Natural Beauty	SP8, SP14, SP15, DM17, DM18, DM21, DM29,
AP14	Wildlife habitats	SP12, SP14, SP15, DM27
AP15	Designated areas and habitats	SP12, SP14, SP15, DM27
AP16	Local Nature Reserves	SP12, SP14, SP15, DM27
AP17	Trees, hedgerows and woodlands	SP15, DM27
AP19	Design	DM21, DM22
AP20	Design for people with disabilities	DM21, DM22
AP21	Design in areas of high landscape value	DM21, DM22
AP22	Shopfronts	DM21
AP23	Advertisements	DM21
AP25	General policy of restraint - housing	SP19, SP22 – SP26
AP26	Development in towns	SP19, SP22 – SP26
AP27	Development in villages	SP19, SP27, SP28
AP29	Residential curtilages	DM8
AP30	New housing in the countryside	SP29, SP30, DM1, DM3, DM4
AP32	New dwellings for agricultural workers	DM3
AP34	Replacement and extension of dwellings in the countryside	DM2, DM21, DM22, DM23
AP36	House type and size	SP3
AP37A	Affordable Housing on exception sites	SP3, DM1
AP38A	Affordable Housing on residential sites	SP3, DM2
AP39	Residential amenity	DM7, DM23
AP40	Provision of amenity open space	SP16, SP17, DM32
AP42	Conversion of houses to multiple occupancy / flats	DM5
AP43	Self contained residential annexes	DM6
AP44	Residential caravans	SP4, DM9
AP46	New employment uses	SP5, SP6, SP7
AP48	Expansion of existing employment uses	DM12, DM23
AP49	Intensification of employment use in primarily residential areas	DM12, DM23
AP50	Protection of employment sites	DM10
AP52	New employment areas	SP5, SP7, DM13
AP53	Offices	SP5, SP7, DM13
AP54	Warehousing & storage	DM11
AP55	Retail strategy	SP9
AP60	Local shopping facilities	SP9
AP62	Retention of key facilities	DM30
AP63	Countryside retailing	DM16
AP64	Garden centres	DM16
AP65	Farm shops	DM16
AP66	Tourism	SP8

Appendix C – Schedule of “Saved” Policies to be Superseded, Abandoned or Retained

SAVED POLICY NO.	SAVED POLICY TITLE	REPLACEMENT POLICY NO.
AP68	Large scale food production	DM15
AP69	Central grain stores	DM15
AP70	Farm diversification	DM14
AP71	Alternative uses for buildings in the countryside	DM13
AP72	Conversions in the countryside: general considerations	DM13
AP73	Re-use/adaptation of rural buildings for employment use	DM13
AP74	Historic barns	DM13
AP75	Conversions to residential use	DM13
AP77	Improvements to the A12	SP10
AP80	Car parking standards	DM19
AP81	Cycle routes	DM20
AP82	Provision for cyclists	DM20
AP83	Provision for pedestrians	DM20
AP84	Rail services	SP11
AP85	Bus services	SP11
AP86	Interchange facilities	SP11
AP87	Village services and facilities	DM30
AP88	Redundant public buildings	DM31
AP89	Telecommunications installations	DM29
AP92	Areas at risk from flooding	DM28
AP95	Coastal instability	SP30
AP96	Sea defences	SP30
AP97	Light pollution	DM26
AP98	Renewable energy	SP12
AP99	Conservation of energy	DM24
AP101	Sports facilities	SP16, DM32
AP102	Provision of outdoor playing space	DM32
AP103	Provision of outdoor playing space: new residential developments	DM32
AP104	Loss of playing pitches or other sports grounds	DM32, SP16
AP105	Allotments	DM33
AP106	Informal recreation facilities	SP16, SP17, SP29
AP109	Recreational development in the countryside	SP16, SP17, SP29
AP110	Motor sports	SP29
AP111	Touring caravan and camping sites	DM17
AP112	Sites for static holiday caravans, cabins & chalets	DM18
AP113	Horse and equestrian activities	SP29
AP114	Golf courses, driving ranges & other facilities	SP29
AP115	Marinas and other developments	SP30
AP116	Land based water related activities	SP30
AP117	Planning obligations	SP18

Policies to be Abandoned

The following “Saved Policies” from the Suffolk Coastal Local Plan (incorporating the First and Second Alterations) are considered to no longer be required and are proposed to be abandoned upon the formal adoption of the Core Strategy & Development Management Policies document.

SAVED POLICY NO.	SAVED POLICY TITLE	EXISTING POLICIES
AP3	Conservation area - demolition	• NPPF: Section 12
AP5	Listed Building Consent	
AP7	Development of archaeological sites	• NPPF: Section 12
AP11	Agricultural and commercial woodlands	• NPPF: Section 11
AP24	Street furniture	• Not required
AP31	New country houses	• NPPF: Paragraph 55
AP35	Houseboats	• Site Specific policies for Felixstowe Ferry & Woodbridge
AP57	Town centres – residential accommodation	• Site Specific Sites & Policies Document • NPPF: Paragraph 23
AP58	Town centres – car parking	• To be covered under Site Specific Allocations & Policies Document
AP61	Proposals for new development	• NPPF: Paragraph 24
AP90	Overhead power lines / electricity supply lines	SP12, SP13, SP15 & SP29 • NPPF: Section 5
AP91	Hazardous developments	• Circular 04/2000
AP93	Sewage disposal	• NPPF: Paragraph 120
AP94	Surface water and aquifer protection	• NPPF: Section 11
AP100	Materials reclamation facilities	• County Council’s Waste Plan
AP107	Footpaths and bridleways	• Protected under separate legislation

Remaining ‘Saved’ Policies

The following policies are proposed to remain ‘saved’ until replacement by other development plan documents such as the Site Allocations and Area Specific Policies document.

SAVED POLICY NO.	SAVED POLICY TITLE
AP1	Conservation area - control of development & enhancement
AP4	Historic parks and gardens
AP13	Special Landscape Areas
AP28	Areas to be protected from development
AP51	General employment areas
AP56	Town centres
AP59	District centres
AP118	Development in Blyth area villages
AP119	Parham Airfield
AP122	Sizewell Gap
AP123	Coastal instability - Dunwich
AP124	Aldeburgh - new housing
AP125	Aldeburgh - Garret Era Area
AP128	Aldeburgh - enhancement of town centre
AP129	Aldeburgh - High Street
AP130	Aldeburgh - pedestrian priority
AP132	Aldeburgh - Brickworks jetty
AP134	Framlingham - New Road and college playing fields
AP137	Framlingham - general employment areas
AP138	Framlingham - land between Fairfield and Station Road
AP139	Framlingham - car parking
AP142	Leiston - Eastlands industrial estate
AP145	Leiston - Abbey Road
AP146	Leiston - town centre car parks
AP147	Leiston - town centre environmental improvements
AP148	Saxmundham - land east of River Fromus
AP150	Saxmundham - Carlton Park industrial park, Kelsale
AP151	Saxmundham - Rendham Road
AP153	Saxmundham - enhancement scheme east and west of High Street
AP155	Saxmundham - non-shopping uses in High Street
AP156	Saxmundham - new retail development
AP157	Deben Peninsula - residential development in villages
AP158	Deben Peninsula - Woodbridge base
AP159	Rendlesham - general principles
AP160	Rendlesham - creation of new community
AP161	Rendlesham - former technical base
AP162	Deben Peninsula - enhancement schemes
AP164	Deben Peninsula - coastal instability Bawdsey Manor
AP165	Deben Peninsula - East Lane Bawdsey
AP166	Deben Peninsula - Snape Maltings
AP167	Felixstowe Peninsula - development in villages
AP168	Newbourne - former land association holdings
AP169	Felixstowe Peninsula - Levington Park
AP170	Felixstowe - restraint
AP171	Felixstowe Peninsula - separation of town from Trimleys
AP172	Felixstowe Peninsula - protection of AONB

Appendix C – Schedule of “Saved” Policies to be Superseded, Abandoned or Retained

SAVED POLICY NO.	SAVED POLICY TITLE
AP173	Felixstowe - port development
AP175	Felixstowe - Carr Road
AP176	Felixstowe - Clickett Hill
AP178	Felixstowe - bus station
AP179	Felixstowe town centre - shopping area
AP180	Felixstowe town centre - offices
AP181	Felixstowe town centre - Highfield Road
AP182	Felixstowe town centre - pedestrian priority
AP183	Felixstowe - reduction of through traffic Hamilton Road
AP184	Felixstowe - town centre rear servicing
AP186	Felixstowe - enhancement scheme
AP188	Felixstowe - beach huts
AP190	Felixstowe - car parking Felixstowe Ferry
AP191	Felixstowe - houseboats Felixstowe Ferry
AP193	Felixstowe - Clifflands car park
AP194	Felixstowe - Cobbolds point
AP195	Felixstowe - encouragement of holiday accommodation
AP196	Felixstowe - Cliff Gardens
AP198	Felixstowe - Undercliff Road West
AP199	Felixstowe - Convalescent Hill
AP200	Felixstowe - Sea Road promenade
AP201	Felixstowe - Sea Road frontages
AP202	Felixstowe - south seafront
AP206	Felixstowe - Landguard Fort
AP207	Felixstowe - land around and adjacent to Landguard Fort
AP208	Felixstowe - urban fringe
AP209	Grundisburgh area - development in villages
AP210	Grundisburgh area - Debach Airfield
AP211	Ipswich Fringe - development in villages
AP212	Ipswich Fringe - open character of land between settlements
AP213	Ipswich Fringe - Sandy Lane Martlesham
AP214	Ipswich Fringe - Ipswich Road/Sandy Lane Martlesham
AP215	Ipswich Fringe - Nacton Heath
AP216	Ipswich Fringe - Martlesham Heath industrial area
AP217	Ipswich Fringe - BT laboratories, Martlesham
AP218	Ipswich Fringe - employment land at Grange Farm, Kesgrave
AP219	Ipswich Fringe – Grange Farm/Kesgrave
AP220	Ipswich Fringe - warehousing/haulage depots on the Ipswich Fringe
AP222	Ipswich Fringe - A1214 park & ride
AP225	Ipswich Fringe - Foxhall Road woods
AP226	Ipswich Fringe - Foxhall Stadium
AP227	Ipswich Fringe - Suffolk show ground, Purdis Farm
AP228	Ipswich Fringe - open spaces near Rushmere Street
AP229	Ipswich Fringe - the priory area, Nacton
AP230	Woodbridge - development in villages
AP232	Wickham Market - central area
AP235	St Audrey's hospital - development framework
AP236	Woodbridge & Melton - restraint
AP237	Melton - protection of tree cover
AP238	Woodbridge garden centre - Ipswich Road

Appendix C – Schedule of “Saved” Policies to be Superseded, Abandoned or Retained

SAVED POLICY NO.	SAVED POLICY TITLE
AP240	Woodbridge & Melton - development to the west of the A12
AP241	Woodbridge & Melton - houseboats
AP242	Melton - Wilford Bridge employment area
AP243	Melton - employment area off Melton Hill
AP244	Melton - Deben Mill
AP245	Woodbridge - Limekiln Quay & Ferry Quay employment area
AP247	Woodbridge - environmental enhancement riverside
AP249	Woodbridge & Melton - retention of riverside qualities
AP250	Woodbridge - riverside recreation area
AP252	Woodbridge - new yacht harbours / marinas
AP255	Woodbridge - retailing
AP256	Woodbridge - New Street/Oak Lane car park
AP257	Woodbridge - prime shopping area
AP258	Woodbridge - Church Street / Market Hill
AP259	Woodbridge town centre - loss of residential accommodation
AP260	Woodbridge town centre - enhancement
AP262	Woodbridge town centre - potential service areas
AP263	Woodbridge town centre - traffic management

Appendix D – Changes to Physical Limits Boundaries

As a consequence of the adoption of the Core Strategy, particularly Policy SP19, a number of settlements within the district, have had their Physical Limits Boundaries removed. The following schedule lists the settlements affected and the corresponding insert maps reference which form part of the current Proposals Map. In addition, the new conservation area boundary for south Felixstowe will need to be added. The actual Proposals Maps will be updated when they are superseded by the adoption of subsequent Development Plan Documents.

2001 Local Plan Inset Map Ref	Physical limits boundary deleted or added	Parish
Inset 17	Delete	Boyton
Inset 21	Delete	Bromeswell
Inset 27	Delete	Chediston
Inset 29	Delete	Clopton (corner)
Inset 30	Delete	Cransford
Inset 31	Delete	Cratfield (Bell Green)
Inset 32	Delete	Cretingham
Inset 40	Delete	Falkenham (Church)
Inset 41 (part)	Delete	Farnham
Inset 42	Delete	Friston
Inset 43	Delete	Great Bealings (Lower Street)
Inset 44	Delete	Great Glemham
Inset 48	Delete	Heveningham
Inset 50	Delete	Huntingfield
Inset 52	Delete	Kettleburgh
Inset 55	Delete	Levington
Inset 62	Delete	Newbourne
Inset 68	Delete	Pettistree
Inset 69	Delete	Playford
Inset 73	Delete	Saxtead Green
Inset 78	Delete	Sudbourne
Inset 79	Delete	Sutton
Inset 80	Delete	Sweffling
Inset 85	Delete	Tuddenham
Inset 90	Delete	Walpole (with part Cookley)
Inset Map Ref 3 and 3b	Note New conservation area designation	Felixstowe South

POLICY OVERVIEW



ALL IMAGES SCDC

OBJECTIVES	SUPPORTING POLICIES TO ACHIEVE THE VISION & OBJECTIVES	
	STRATEGIC POLICIES	DEVELOPMENT MANAGEMENT POLICIES
SPATIAL AND SUSTAINABILITY		
Obj 1 Sustainability	SP1 (p.24) Sustainable Development SP1A (p.24) Presumption in Favour of Sustainable Development SP13 (p.48) Nuclear Energy SP19 (p.61) Settlement Policy SP20 (p.70) Eastern Ipswich Plan Area SP21 (p.75) Felixstowe with Walton and the Trimley Villages SP22 (p.77) Aldeburgh SP23 (p.78) Framlingham SP24 (p.79) Leiston SP25 (p.80) Saxmundham SP26 (p.81) Woodbridge SP27 (p.83) Key and Local Service Centres SP28 (p.84) Other Villages SP29 (p.84) The Countryside SP30 (p.86) The Coastal Zone	<i>Site specific policies will follow in the 'Site Specific Allocations and Area Specific Policies' document, Area Action Plans and Neighbourhood Plans.</i>
HOUSING		
Obj 2 Housing Growth Obj 3 New Homes	SP2 (p.28) Housing Numbers and Distribution SP3 (p.32) New Homes SP4 (p.35) Gypsies Travellers and Travelling Showpeople	DM1 (p.91) Affordable Housing on Exception Sites DM2 (p.92) Affordable Housing on Residential Sites DM3 (p.92) Housing in the Countryside DM4 (p.93) Housing in Clusters in the Countryside DM5 (p.94) Conversions and Houses in Multiple Occupation DM6 (p.94) Residential Annexes DM7 (p.95) Infilling and Backland Development within Physical Limits Boundaries DM8 (p.95) Extensions to Residential Curtilages DM9 (p.96) Gypsies, Travellers and Travelling Showpersons
THE ECONOMY		
Obj 4 Economic Development Obj 5 The Rural Economy Obj 6 Tourism Obj 7 Felixstowe and the Market towns Obj 8 Transport	SP5 (p.37) Employment Land SP6 (p.38) Regeneration SP7 (p.39) Economic Development in the Rural Areas SP8 (p.40) Tourism SP9 (p.42) Retail Centres SP10 (p.45) A14 & A12 SP11 (p.46) Accessibility	DM10 (p.97) Protection of Employment Sites DM11 (p.97) Warehousing and Storage DM12 (p.98) Expansion and Intensification of Employment Sites DM13 (p.99) Conversion and Re-Use of Redundant Buildings in the Countryside DM14 (p.100) Farm Diversification DM15 (p.100) Agricultural Buildings and Structures DM16 (p.101) Farm Shops DM17 (p.102) Touring Caravan, Camper Vans and Camping Sites DM18 (p.103) Static Holiday Caravans, Cabins and Chalets DM19 (p.103) Parking Standards DM20 (p.104) Travel Plans
THE ENVIRONMENT		
Obj 9 Climate Change Obj 10 The Coast Obj 11 Protecting and Enhancing the Physical Environment Obj 12 Design	SP12 (p.47) Climate Change SP14 (p.50) Biodiversity and Geodiversity SP15 (p.52) Landscape and Townscape	DM21 (p.105) Design: Aesthetics DM22 (p.106) Design: Function DM23 (p.107) Residential Amenity DM24 (p.108) Sustainable Construction DM25 (p.109) Art DM26 (p.109) Lighting DM27 (p.110) Biodiversity and Geodiversity DM28 (p.111) Flood Risk DM29 (p.112) Telecommunications
COMMUNITY AND WELL-BEING		
Obj 13 Accessibility Obj 14 Green Infrastructure Obj 15 Physical and Community Infrastructure	SP16 (p.55) Sport and Play SP17 (p.56) Green Space SP18 (p.57) Infrastructure	DM30 (p.113) Key Facilities DM31 (p.114) Public Buildings DM32 (p.115) Sport and Play DM33 (p.115) Allotments

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