

7. SCENARIO 4: SUSTAINABLE LARGE SCALE GROWTH

- 7.01 The first three scenarios do not take into account growth of the port. The upper limit for growth suggested in Scenario 3: Going for Growth can be justified by the need to ameliorate the issues and processes currently negatively impacting the peninsula. This does not take into account the implications that are likely to stem from the approval of the port expansion plans.
- 7.02 This fourth scenario therefore builds upon Scenario 3. It builds upon the current imbalance between jobs and homes and factors in the exacerbated state that is likely to be created by port expansion. The resulting figures for jobs and housing go beyond those allocated to Suffolk Coastal District Council in the East of England Plan.
- 7.03 The sustainable large scale growth:
- assumes housing development will match existing under provision and keep pace with job growth;
 - proposes a scenario which offers the most holistic and sustainable approach to growth and;
 - provides for the longer term.
- 7.04 In addition to all of the assumptions made in scenario 3, the fourth scenario approach assumes:
- the realisation of the Port of Felixstowe expansion plans, which are scheduled to create 620 jobs in Felixstowe and an additional 860 indirect and direct jobs across the Haven Gateway. This would equate to between 600 – 1500 homes in the Haven Gateway of which at least 600 should be provided within the Felixstowe Peninsula in addition to the growth identified in scenario 3;
 - clear promotion of Felixstowe as a sub-regional growth point – accommodating housing need generated by Port expansion and taking around 80% of the additional development allocated to Suffolk Coastal

District as part of the Haven Gateway, providing an alternative location within SCDC to the Ipswich fringe;

- the greatest opportunity for diversification and growth of the local economy;
- the greatest opportunity to drive regeneration through renewal of the residential community, town centre and the range of facilities and services in the town. This requires growth that provides for housing for employees of the Port and diversified employment development;
- an upgraded rail link that contributes towards additional transport capacity, although pressure on the A14 road link can be relieved by providing greater opportunity for port employees to live locally;
- improvements to road links obtained through related development, enhanced improvements to the Dock Spur Roundabout levered by development adjacent to it as advised in Scenario 3 & 4;
- all Port related employment land allocations taken up (as in other scenarios) and expansion of Port activities in the large scale enlargement program;
- new employment land allocations are made that are not geographically related to the Port to diversify business and employment opportunities, helping to prevent non-port related users being squeezed out by stronger demand from port-related users;
- the bulk of the new development should be concentrated in a series of concentrated locations (South Felixstowe, Walton edge, land adjacent to Trimley St Martin) in order to maximise the benefits that accrue from comprehensive development – new schools; health, welfare and sports facilities; infrastructure investments, including public open space;
- development at this level will cause any consolidation of schools, particularly secondary schools, to be reviewed. It will deliver sufficient children of school age into local schools to make closure of a secondary school difficult to justify, and even support efforts to enhance facilities with a view to creating a quality further education unit;
- additional convenience and comparison retailing in addition to that identified in the moderate and going for growth scenarios which could help revitalise

and strengthen the town centre but only if new development is well related to it;

- strengthening of small scale retail provision in the Trimley's should be sought alongside any growth.

COMPONENTS

7.05 In addition to the components identified through the 'Going for Growth' scenario, this scenario comprises the following.

- The realisation of the expansion plans at the Port of Felixstowe. The creation of 620 jobs in Felixstowe and an additional 860 indirect and direct jobs across the Haven Gateway in the Port expansion.
- To accommodate the new employees between 600 – 1500 homes across the Haven Gateway of which at least 600 should be within the Felixstowe Peninsula.
- Scenario three: Going for Growth suggests the development of approximately 1400 homes (in the region of 3300 people) over the period 2001 to 2021 (of which at least 30% should be affordable homes). This involves the development of brownfield sites within Felixstowe and greenfield sites at Walton.
- To meet the additional housing need created by the Port expansion a further 600 dwellings would be required in the Felixstowe Peninsula and a further 900 across the Haven Gateway including Felixstowe. The preferred location of this additional development is the Trimley villages. The land identified as suitable for development could provide approximately 1060 – 1600 homes, at a density of 30-50 dwellings per hectare (in the region of 2500 to 3800 people), over an additional gross development area of some 40 ha.
- **The combination of the growth proposed in scenario three and the additional growth in scenario four could result in the development of 2500-3000 new homes – approximately 6000-7000 people.**
- A new Enterprise Park of around 3 ha located away from the Port and restricted to non-port-related uses. Approximate capacity to provide between 600 and 900 jobs.

- The development of allocated employment land at Blofield and the Haven Exchange.
- New town centre convenience and comparison retail provision and improvements. In addition, the town centre retail offer would be upgraded through initiatives to foster local businesses and independent retailers, and diversification and improvements of the leisure and entertainment offer;
- Retention and improvement of both secondary schools sites;
- More substantial additional funds for infrastructure and amenity investment;
- Significant improvements to the connection between Felixstowe town centre and the seafront at Bent Hill, enterprise which will underpin the regeneration of the east end of the High Street;
- Tourism initiatives that go for quality and for speciality short breaks – regional level conferences, nature breaks (building upon the asset of the AONB and adjacent areas of immense landscape character), art, golf, etc.
- Potential for further tourism and leisure improvements – utilising significant S106 contributions from the large scale development to part fund an attraction such as the proposed promenade Winter Gardens – see Public Realm design sheet EED001 / 10, Appendix C.

IMPLICATIONS

7.06 The implications of the fourth scenario will include the following:

- The provision of housing for new employees of the Port expansion scheme, thus providing the chance to live and work locally.
- The provision of an Enterprise Park restricted to non-port-related uses may help to broaden the economic base.
- The Peninsula's continued popularity as a retirement destination continues to exert an upward pressure on house prices as demand outstrips supply. But these conditions are moderated by the development of new affordable housing, particularly for key workers. The Peninsula will become more

sustainable through the availability of a greater quantity of market and affordable housing for key workers.

- Additional investment in road and rail infrastructure will be available from large scale development, supporting port related investment.
- Secondary education continues in two schools or a single school split over two campuses with a common sixth form. This will retain maximum flexibility in terms of future expansion.
- Improvements to the tourist offer. Resources would be focused on key projects. High quality development of the South Seafront site and the regeneration of the gardens and links to the town centre would increase the numbers of short stay and day visitors.
- The tourist offer would be further enhanced by investment in enhancements to public realm of town centre and seafront - see Appendix C: Public Realm improvements sheet, and creation of quality visitor attractions such as the aforementioned Winter Gardens.
- The focus of new development and growth in the Haven Gateway will still be Ipswich but the Felixstowe Peninsula will offer an alternative growth pole within the sub region.
- The increased population will support new retail provision helping to reinforce the town centre's role and reduce leakage of expenditure, attracting investment and new businesses.
- Existing levels of deprivation should improve as employment opportunities diversify and the stock of affordable housing is enhanced.

BENEFITS

7.07 The potential benefits of this scenario include:

- The longer term planning for the Felixstowe Peninsula which would extend beyond 2021.
- Consideration of the large scale Port expansion, the job creation and the need for new homes, facilities and infrastructure this will entail, enables the

formulation of an all inclusive scenario which accommodates jobs and homes locally.

- Such a holistic approach reduces unsustainable travel patterns and leakage of locally earned incomes – conditions which would otherwise be generated by a growth in local jobs which is unmatched by a growth in local homes
- Where the supply of local homes does not keep pace with the supply of local jobs, employees would be forced to live elsewhere (most likely the growth areas on the eastern edge of Ipswich), which would result in worsening current traffic and transport problems (particularly congestion on the A14) and also the loss of locally earned income and expenditure from the Felixstowe Peninsula economy. This scenario proposes that growth is managed locally within the Peninsula giving employees the option to live and work locally – the best way of creating conditions to reduce regional commuting, and minimise the loss of locally earned income.
- The scenario will create a healthy demographic for the peninsula.
- Diversification of the economic base away from the port.
- New school investment to create a new primary school (required by this scale of development) and to improve existing secondary schools.
- A stronger and more viable town centre with an improved retail offer.

Location of development

- 7.08 Land was identified within Scenario 3: Going for Growth for between 1293 and 1795 dwellings up to 2021. This scenario identifies land which has the capacity for an additional 1,060 – 1,600 homes (at 30-50dph) over a period beyond 2021.
- 7.09 The combination of the growth proposed in scenario three and the additional growth in scenario four could result in the development of **2200-3200 new homes – approximately 6000-7000 people**.
- 7.10 A summary of the location for development proposed in scenario four, ‘Sustainable Large Scale Growth’ is listed in the following table;

SCENARIO 4

Site Name	Site type	Gross site area (hectares)	Quantity of net residential units at density levels of 30-50 dph
Farmland between Trimley St Martin High Street & rail line	Greenfield	27.45	700 – 1057
Farmland between Trimley St Martin High Street & A14	Greenfield	12.00	306 – 462
Farmland on edge of Trimley St Mary	Greenfield	2.10	54 - 81
<i>SUB TOTAL for fourth scenario sites</i>		<i>41.55</i>	<i>1060 - 1600</i>
+ Plus all growth advised in the third scenario – ‘Going for Growth’...			
<i>Enterprise Park - employment</i>	<i>Green separation</i>	<i>3 hectares</i>	<i>employment</i>
North of Walton High Street, adjacent to A14 link	Green separation	12.83	327-494
South of Walton High Street, adjacent to A14	Green separation	5.89	150-227
Land between Trimley St Mary & A14 link road (Port of Felixstowe Road)	Green separation	4.72	120-182
Convalescent Hill	Brownfield	0.51	13-20
Ordnance Roundabout	Brownfield	2.05	52-79
Peewit and Felixstowe Beach Caravan Parks	Brownfield	12.53	320-482
South Seafront	Brownfield	7.08	158
Land at Beach Station Road	Brownfield	1.47	50
The Convent, Orwell Road	Brownfield	1.19	60
Land north of Recreation Lane	Brownfield	0.42	19
Land at Old Hall Farm, High Road East	Brownfield	0.75	24
Scenario 4 TOTAL (Scenario 4 sites + sites identified in the scenario 3)		91	2353-3395

Scenario 4

Scenario 3

Scenario 2

Scenario 1

- 7.11 The direction of development for the fourth growth scenario is illustrated on the 'Scenarios Development Sites' plan EED001/06.
- 7.12 Specific information on the suitability of the sites listed in the above table is recorded in the Site Analysis Evidence report, Appendix B.
- 7.13 In summary the location strategy for accommodating housing and associated development is founded on the following principles;
- Utilising infill development sites which are well contained within existing settlement boundaries.
 - *This principle is achieved by using land north and south of High Road in Trimley St Martin which is well contained by the A14 to the north, the railway line to the south and the extent of the existing settlement to the east and west.*
 - Strengthening existing communities with sensitively positioned new development which can contribute and plug directly into existing communities, facilities and transport networks.
 - *Land adjacent to the extent of the existing Trimley St Martin village, has opportunity for direct access to the existing street network, including frontage onto the High Road high street, which provides connection to the heart of*
 - Protecting the most valuable areas of landscape character.
 - *By containing new development within the extents of existing settlements the most valuable areas of landscape character – predominantly adjacent to the AONB can be protected;*
 - - *The AONB and landscape to the north of Felixstowe, south of Gulpher Lane can be protected and even put forward for consideration as an extension to the AONB or creation of a country park.*
 - *Land south of the railway line, south of the Trimley villages can also be protected, indeed enhanced with an improved footpath access route connecting the Trimley villages and*

their surrounds to the River Orwell waterfront and the area of AONB which extends south of the Trimley's.