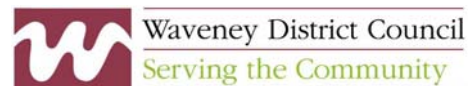


EAST SUFFOLK

LOCAL INVESTMENT PLAN



- a) This Agreement is not legally binding upon HCA, Waveney District Council and Suffolk Coastal District Council.
- b) Nothing contained in or carried out pursuant to this Agreement and no consents given by the Agency or the Council will prejudice the Agency's or the Council's (as appropriate) rights, powers or duties and/or obligations in the exercise of its functions or under any statutes, byelaws, instruments, orders or regulations.
- c) This Agreement is without prejudice to the Council's and/or the Agency's functions as a local planning authority and both parties may continue to exercise such functions as if they were not a party to this Agreement.
- d) This Agreement is subject to the constitutional right of any future Parliament and/or the Agency's Sponsor Department to determine the amount of money to be made available to the Agency in any year and the purpose for which such money can be used.
- e) This Agreement is also subject to the terms of the Framework Document between the Agency and its sponsor department, as the same may be amended or replaced from time to time.

DECEMBER 2010

EAST SUFFOLK

LOCAL INVESTMENT PLAN

CONTENTS

1. [Introduction to the Local Investment Plan](#)
2. [East Suffolk in context](#)
3. [Shaping the Future of East Suffolk – Vision](#)
4. [Objectives and Challenges](#)
5. [Investment Priorities](#)

Further narrative and supporting evidence is available as a set of appendices referred to in this LIP and collated as a separate supporting document.

APPENDICES

1. Policies, Partnerships and Evidence Base
2. Profile of East Suffolk
3. Detailed Narrative on the Investment Priorities
4. Prioritization Assessment Tables

INTRODUCTION TO THE LOCAL INVESTMENT PLAN

1.1 Background and Process

This Local Investment Plan (LIP) has been collated at the request of the Homes and Communities Agency with the aim of ensuring that its future investment is focused on local priorities in each local authority area. The document aims to:

- Align existing local strategies to ensure they are consistent with local targets.
- Provide a clear and consistent message about the reasons for those investment priorities,
- Provide a framework for making choices within limited resources, and.
- Identify a list of potential investment opportunities that will deliver more affordable housing in particular.

It is a joint initiative between Suffolk Coastal District Council and Waveney District Council acknowledging the similarities in the key issues facing the two areas and the opportunity that this presents both Councils', and its partners, to deliver more for both authorities by working better together. For the purposes of this document the joint area is known as East Suffolk. The two Councils now have a joint management structure designed to maximise these opportunities which has been carefully put together by the Council's Leaders to meet the similar priorities they each face. This is an exciting but challenging time in the public sector but with this new approach it will enable positive strides to be made in delivering sustainable growth and regeneration to help meet the needed housing and employment provision while maintaining and enhancing the existing high quality built and natural environment.

This LIP considers a wide range of opportunities reflecting the uniqueness of the area and proposes a number of future investments aimed at mitigating the effects of recognised challenges for East Suffolk including:-

- Regeneration of seaside towns facing significant social and economic problems;
- Decommissioning of existing and construction of new nuclear power generation plant;
- Maximising employment and service opportunities related to the predicted growth in the offshore renewable energy sector;
- Retention and expansion of a world renowned container port
- Development and expansion of new and existing ICT research centres;
- Retention and revitalisation of attractive market towns and villages facing community and housing needs issues; and
- Protection and/or adaption of coastal communities and rural areas at threat of erosion through climate change.

The range of issues this document addresses is significant but at the heart of it is the need to develop skills, create employment and house people in homes that are fit for purpose and are in the right location to meet the economic and social drivers. It is this investment that will help both councils deliver upon their common objectives.

1.2 Local Investment Plan Development and Consultation

This LIP has identified a number of key sites/opportunities for investment in the short to medium term which have not only evolved as a result of consultation and engagement with partners including Suffolk County Council, but also from a number of current development plans already in place including the 1st East Area Action Plan and Integrated Development Plan (IDP) for Lowestoft and the IDP for the Haven Gateway Sub-Region. Key partners from those organisations were engaged during the preparation of the LIP and amendments made subsequently as appropriate.

A pre-submission draft of the LIP was issued for consultation to key stakeholders and Cabinets from both authorities' during December 2010. No adverse comments or proposed revisions were received from the key stakeholders and no amendments were requested by Waveney District Council's Cabinet. Textural amendments agreed by Suffolk Coastal District Council's Cabinet have been included in the submission version of this LIP.

The present development stage of an investment and subsequent availability of data related to each, significantly influences the outcome of the assessment process. This not only affects initial priority ratings but necessitates an on going review of investments during the life of the plan. It should also be noted that while a relative high rating based on value for money and deliverability will be used as a guide to taking forward investments, it is anticipated that some investments which have a lower rating may still be supported for a number of reasons.

1.3 People and Communities

People and Communities are at the core of this document and therefore the measures relating to BME groups, young people, accessibility, ageing population and workforce, Gypsies and Travellers and the like have been imbedded within the Spatial and Thematic investments proposed throughout this LIP.

However it should be noted that due to concurrent preparation, development and completion time frames the contents and recommendations of the recently completed county wide assessment of support needs and the Suffolk Supporting People annual plan have not been fully considered or encompassed within this issue of the LIP. Where appropriate further comment and amendments to the proposals contained within this LIP will be included in the first annual review.

1.4 Governance

The document preparation included partner organisations as well as wider consultation. The final document has been presented to both Cabinets and has been agreed and signed off. In doing this it is acknowledged that this is a living document that may have to be changed / amended as necessary to reflect new and emerging circumstances. The appropriate Committees at Suffolk Coastal and Waveney approved the LIP during November/December 2010. The document will be reviewed at least annually and the relevant Committees updated on the results of the reviews.

1.5 The Future

Government is offering local areas the opportunity to take control of their future economic development. Local enterprise partnerships (LEP's) will be locally owned partnerships between businesses and local authorities to drive economic growth across an economic area. They will be a key vehicle in delivering Government objectives for economic growth, decentralisation and helping to rationalise the regional tier, while also providing a means for local authorities to work together with business in order to quicken the economic recovery.

The financial pressures on the public sector will continue for the foreseeable future and as a result both Suffolk Coastal and Waveney need to continue to be innovative about how cost effective/high quality services are delivered in the future.

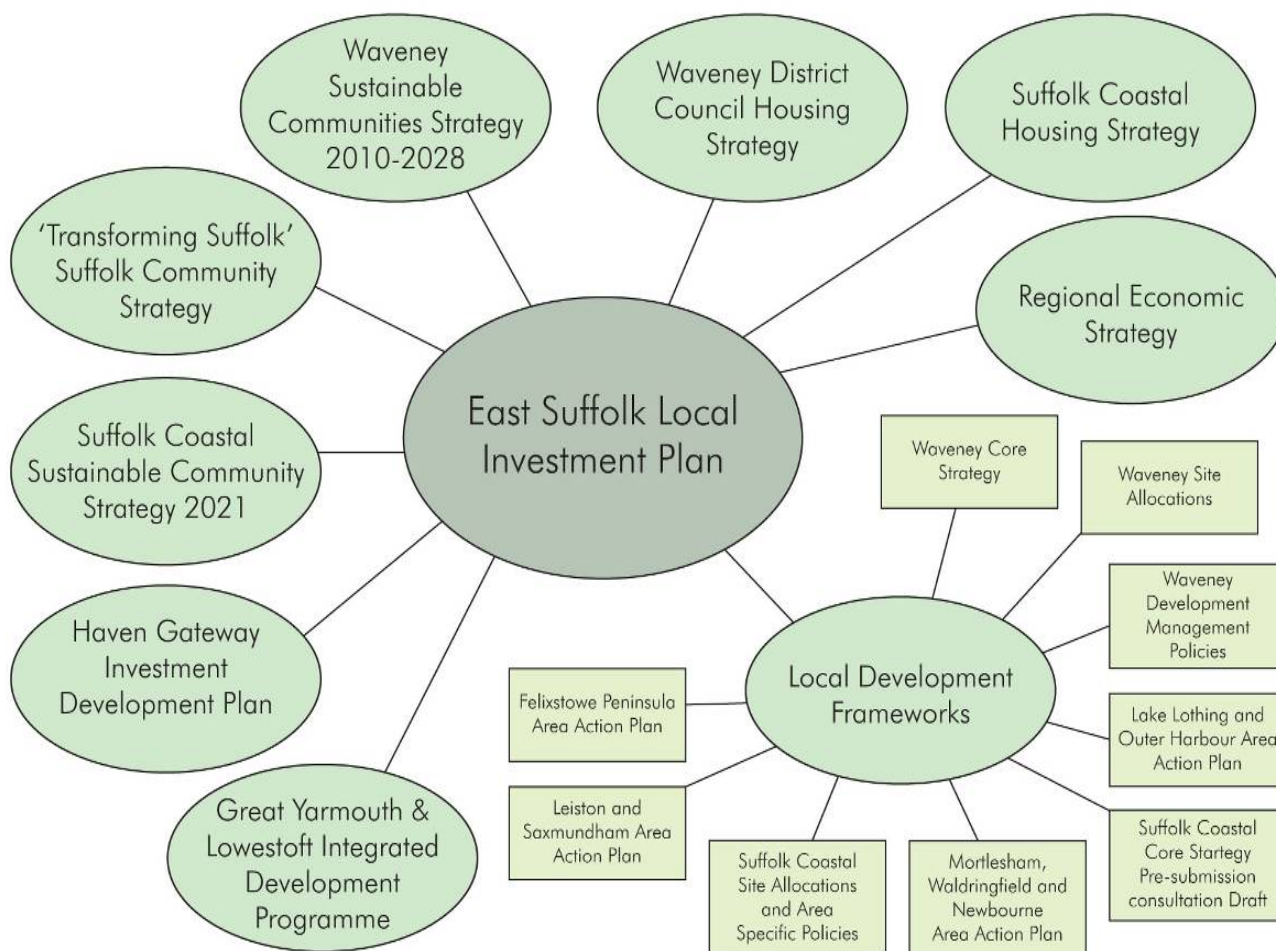
A joint working partnership between Suffolk Coastal District Council and Waveney District Council has been developed which has seen the two authorities formally agree that both Councils are each other's preferred partner for shared services while not excluding partnership working with any other organisation.

While both Councils will be sharing resources to generate greater efficiency, Suffolk Coastal and Waveney remain separate political bodies and therefore will be independent from one another in law. A Joint Partnership Board has been established to consider shared service proposals between

the two Councils and advise each Cabinet accordingly and a joint management team has now been established.

1.6 Policy Context

A number of documents were used as supporting evidence within the Investment Plan and these are set out within Appendix 1. The chart below sets out the key documents drawn upon when developing the evidence base for the Plan.



1.7 Delivery Time Frame and Expenditure Profile

The investments in this document are rooted in a number of strategic documents adopted or in preparation for adoption by the authorities' and their partners. Two key sets of documents which are required prior to determination of the delivery time frame and expenditure profile are the LDF's for each authority which have yet to be completed. Added to which the present economic downturn and rapid change in central government policy have already and will continue to have and impact on the ability to bring forward investments to any planned timetable.

Taking the above statements into account the delivery timetable and expenditure profile for this LIP will be introduced as part of the first annual review. Prioritization assessments for each intervention will also be provided in tabular form within Appendix 4 of the supporting document.

1.8 Summary of the Plan

The Local Investment Plan identifies and prioritises the key themes, investments and projects which relate to housing and regeneration in East Suffolk. It provides a framework for making choices within limited resources and highlights where support from the Homes and Communities Agency is or may be sought as part of the funding package applicable to each priority investment. Although the focus of the Investment Plan is on the administrative boundaries of Suffolk Coastal District Council and Waveney District Council, it should be recognised that activity will not be constrained by those boundaries and where opportunities arise the Councils will work with partners and others in neighbouring authorities.

A set of 17 objectives have been identified and represent the basic targets needed to meet the vision as identified within the Sustainable Communities Strategies for both Suffolk Coastal and Waveney. In order to meet the objectives set and challenges identified within [Section 4](#), a number of priorities have been identified as to where future investment is required. These fall into two basic groups, Thematic and Spatial.

'Thematic' priorities. These are generic in their nature and fall under five basic headings:

1. Meeting Housing Needs
2. Supporting the Economy
3. Transport
4. Utilities (Gas, Electricity, Broadband, Water and Drainage)
5. Coastal and Estuary Adaptation

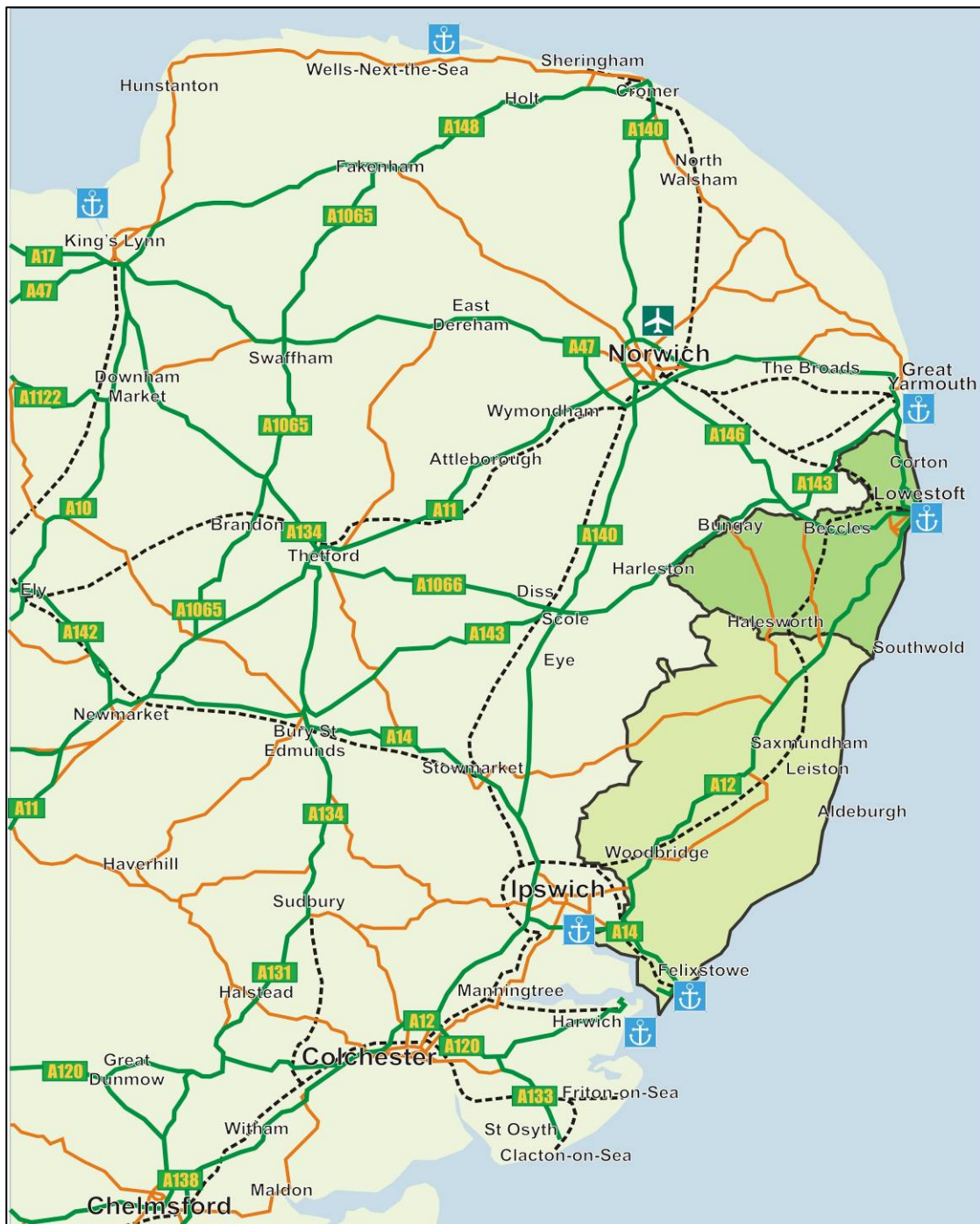
'Spatial' priorities. These are 'Key Sites' and interventions where investment is required and are identified under four spatial headings:

6. Lowestoft
7. Martlesham
8. Felixstowe
9. Market Towns & the Rural Areas

Proposed future investments relating to the Thematic and Spatial priorities listed above are covered in [Section 5](#).

2. EAST SUFFOLK IN CONTEXT

2.1 The Local Investment Plan identifies and prioritises the key themes, investments and projects which relate to housing and regeneration in East Suffolk (shaded area as shown in **Map.1** below).



2.2 East Suffolk covers some 127,000 hectares (490 sq miles) with an open coastline of 63 miles and is now home to 243,500 people (mid 2008 estimate) and the majority (around 60%) live in the larger urban areas such as Lowestoft, the Ipswich eastern fringe, Felixstowe and the market towns. Lowestoft, situated in the north-eastern corner of East Suffolk, is the largest town (2nd largest in the county)

with a population of 58,660 which rises to 71,180 if the growing parishes of Carlton Colville and Oulton are included. Felixstowe, in the south-eastern corner, is the second largest with a population of 24,340 (30,130 if the two adjacent Trimley communities are included). On the eastern fringe of Ipswich the three parishes of Martlesham, Purdis Farm and Rushmere St Andrew plus the town of Kesgrave have a combined population of 27,690.



The rural part of East Suffolk gains its identity from the 9 historic towns of Aldeburgh, Beccles (with Worlingham), Bungay, Framlingham, Halesworth, Leiston, Saxmundham, Southwold (with Reydon) and Woodbridge (with Melton) having a total population of 55,710. Outside these towns are larger villages such as Kessingland (4,390), Rendlesham (2880) and Wickham Market (2,220) and then the rural hinterlands characterised by small hamlets and scattered communities where 56 out of 160 parishes have populations of 300 people or less.



The East Suffolk area attracts many second homeowners especially along the coast which has by far the greatest concentration in areas such as Southwold (with 34%), Walberswick (34%), Aldringham (31%), Aldeburgh (28%), Wangford (17%) and Kessingland (11%). The average house price in between Jan-Mar 2010 was £217,537 (Waveney £179,436 and Suffolk Coastal 255,638) however price variations exist across the district with parts of Lowestoft selling houses at £90,000, Felixstowe at £170,000, Halesworth at £220,000, Framlingham at £230,000 Woodbridge at £260,000 and Southwold at £300,000.



An ageing population creates a specific housing need for the Councils as older people now form a substantial proportion of the population of East Suffolk and this is set to increase over the next 20 years. Gypsies and Romanies constitute a very small proportion of the population however the area is a destination for New Age Travellers.

In the 2007 Index of Multiple of Deprivation, which ranks all districts nationally against a collective basket of indicators, Suffolk Coastal was ranked at 274th and Waveney 114th out of 354 districts. This places Waveney as the 114th most deprived district and within the worst performing third of all districts nationally. Thirty neighbourhood areas (Super Output Areas as defined for the 2001 Census) in the whole of Suffolk fall within the most deprived 20% in England, of which eleven are in Lowestoft. In Felixstowe the south and west wards have significant levels of multiple deprivation. Other reports identify a number of 'hidden pockets' of deprivation in rural areas including parts of Peasenhall, Saxmundham and Willingham.

Young people with skills will often leave the area for further education and do not return. Waveney has significantly more people employed in elementary occupations with relatively few employed at management grade compared with the regional averages. 16.4% of the working population in Waveney have no formal qualifications compared to 10.4% in Suffolk Coastal, 11.8% for the Eastern region and 12.3% in England.

Dependency on benefits is an issue particularly within Waveney as there are currently more people on incapacity benefit than are unemployed. In February 2010, 21,460 people were on incapacity benefit in Suffolk, of which 4,880 (22.7%) were in Waveney and 2,960 (13.7%) in Suffolk Coastal. This compares to 3,085 (4.7%) people for Waveney and 1,259 (1.7%) in Suffolk Coastal on the claimant count .

Given the geographic remoteness and poor communications network serving some parts of East Suffolk, improving the transport accessibility throughout the area is integral to it's regeneration. The primary length of trunk road in the area is the A14 running between Felixstowe and Ipswich which links eventually to the national motorway network. Congestion issues arise on the Orwell Bridge as well within the centre of Lowestoft. There is a commitment to improving the service on the East Coast Line, up-grading it to an hourly service in association with signaling and line improvements. Improved rail infrastructure is needed to allow more freight to be moved by rail. Local concerns arise regarding the impact of lorry traffic on rural roads by new employment activity but also by agricultural-related works

The natural and built environment of East Suffolk is of a very high quality with international as well as national status designations covering large parts including a number of settlements, an extensive area of the coast is highlighted for its natural beauty, landscape, geodiversity and wildlife value with national and international designations. The coastline is continually changing with some areas experiencing some of the most dramatic losses of land in the country through coastal erosion which will be compounded by climate change and sea level rise.

Visitors and residents value the outstanding quality of life of the area and its access to the sea, the countryside and The Broads. The area has some of the finest beaches in the country and vast tracts of the coastal strip have wildlife and natural landscape of designated national importance. However, the relative sparseness of the population and the remoteness of most of the rural villages in East Suffolk from the main communication corridors and urban services present the area with special challenges.

The area faces challenges of declining industry, particularly in Lowestoft as well as pockets of high social and economic deprivation, reflected in poor skills levels, low wages and the outward migration of young people. A key challenge in particular is the regeneration of the two towns of Lowestoft and Felixstowe to increase local prosperity, improve lives and attract investment. The area is, however, being recognised for its growing potential to become a leading centre for the Energy industry. The announcements made by Crown Estates on the locations of offshore wind farms and the proposed further development of the nuclear power facility at Sizewell places East Suffolk in a prime position to reap the benefits from these major investments.

So, while the area has massive potential and opportunity for dramatic improvement in both economic performance and resultant quality of life, there still remains numerous and substantive challenges.

Please refer to Appendix 2 for a more detailed profile of the East Suffolk area.

3. SHAPING THE FUTURE OF EAST SUFFOLK – THE VISION

3.1. INTRODUCTION TO THE VISION

The Vision derives from the profile of the area (See Appendix 2 in the Supporting Document) and is aligned to the priorities identified in the Sustainable Community Strategies. The Vision is distinctive to East Suffolk. It represents an ambition of how the area will look and function in the year 2028. Its alignment with the Suffolk Community Strategy will help to ensure that the Suffolk Coastal and Waveney District Councils and their partner organisations/service providers are working towards and investing in an agreed set of outcomes.

The overarching Vision of East Suffolk In 2028 is:

'Having built on the best of the past by 2028 East Suffolk will be a vibrant place where modern enterprise and natural beauty come together to create a place of environmental innovation and rural quality of life. A confident and prosperous place, with a transformed economy and an international reputation, that attracts inward investment, has pride in its heritage and welcomes growing numbers of visitors. A place that is well connected; and a healthy, safe place where people want to, and are able to, live, work and relax'

3.2. Themes of the East Suffolk vision

To achieve the vision four fundamental themes and strategic priorities have been identified in line with the Suffolk Community Strategy "Transforming Suffolk":

1. A Prosperous and Vibrant Economy
2. Creating the Greenest County
3. Learning and Skills for the Future
4. Safe, Healthy and Inclusive Communities, including a broad range of housing to meet a wide spectrum of the areas needs

A summary of each theme is as follows:

3.3. A Prosperous and Vibrant Economy

East Suffolk will have a strong, innovative, diverse and sustainable economy, based on a culture of enterprise. There will be a strong intellectual knowledge base and economic prosperity will reflect our strategic European location and an integrated transport system with improved accessibility within the Districts, and to other key centres in the Region, the rest of the country and abroad.

The area will be recognized nationally and internationally as a market leader in ICT research and development at Martlesham Heath and as a significant sub-region for research, development and supply of sustainable energy supported by delivery of important physical regeneration initiatives at Sizewell and the two main ports of Lowestoft and Felixstowe.



There will be a strong and diverse economy with a workforce that possesses appropriate skills for local employment, and suitable employment opportunities exist. There will no longer be a disproportionate number of educated young people leaving the area to find work or further

education and there will also be adequate provision for young people in the lower skills bracket to find work and develop the right skills and qualifications.

Enterprise will be encouraged in rural areas and market towns. Business will want to locate to the area and planning policies will support the right environment for strong economic growth. Small and medium sized businesses will be growing and prospering.

The transport infrastructure, in particular the rail network and the A14 and A12, will have developed to support business growth. To provide a realistic alternative for people to the use of the private motor car for key journeys, public transport provision will have been extended, concentrating on links between the major residential, employment and commercial areas and major leisure and recreation facilities. Local foot and cycle path networks will have been improved and extended to discourage the use of the car for short trips to local facilities etc.

Residents and visitors will enjoy the quality and variety of lifestyles offered by the Broads, coast and the countryside in a sustainable way. East Suffolk will be a year-round tourism destination with visitors from home and abroad, and high quality tourism accommodation, conference and cultural facilities will be available.

3.4. Creating the Greenest County

East Suffolk will be an attractive and accessible rural, coastal and urban environment that is an international centre of environmental excellence and a leading area for partnership working, best practice and innovative approaches to tackling the causes and effects of climate change. An integrated approach to managing the coastal area, including the estuaries, will be in place, addressing the impact of climate change and sea level rise on the 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 recognised and managed in the short, medium and longer term.

Significant investment will have been made in the creation of a green infrastructure network across the area. This will be for the benefit of wildlife through the provision of green corridors, and by providing alternative recreation/leisure space for residents and tourists.

The built environment will be developing to the highest environmental standards, biodiversity and landscapes will be protected and low energy buildings and sustainable construction methods will be common practice. Delivery of low carbon and renewable energies will have increased; consistently bettering Government targets on climate change and CO2 emissions”



3.5. Learning and Skills for the Future

East Suffolk needs a high quality, responsive education and training system across the whole area which will enable each person to achieve their potential and will bring prosperity to them, their families and their Communities.

The levels of education attainment, skills and training will have improved and aspirations raised to ensure young people progress and achieve while supporting a productive and competitive business base. The rate of progression into higher and further education will be improved and enhanced through



the developments at University Campus Suffolk and Lowestoft College, providing opportunities to improve the employability of all residents.



Linkages between business and education will be enhanced to ensure the delivery of a sustainable knowledge and skills base to meet the future needs of employers within the energy industry in particular.

The current three tier school system will have successfully transferred to two-tier and considerable development will have taken place to provide high quality learning environments. Schools will be integrated with the community, high education levels will be achieved, and further education into and through adulthood will be easily accessible throughout the community. Learning will be valued for its own sake by a population that is confident, cultured and knowledgeable.

3.6. Safe, Healthy and Inclusive Communities

All the people who live in East Suffolk will have reasonable access to services and the area will be one of excellence for rural accessibility. Closer partnership working will help deliver a behavioral change towards 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.

All of the residents in East Suffolk will have the opportunity to live in a decent home in a healthy, inclusive and cohesive community where the incidences of poverty will have been reduced.

Growth Point or similar status in the Haven Gateway sub-region and physical regeneration within the Lowestoft Outer Harbour and Lake Lothing area will have brought real benefits by ensuring that increased jobs and housing levels have been achieved in parallel with one another and with the required infrastructure, but sensitively and in a way which maintains the quality of the local environment.

A flexible approach to development policies in the rural areas will enable the development of new housing in order to meet local needs, thereby building sustainable, thriving and supportive rural communities.

A sustainable mix of housing will have been provided recognising new lifetime homes in areas of high elderly population and affordable housing to encourage young people to stay in the area and work locally.

Local people will be fully engaged in decision making for their communities and parish/town plans will have an increasing role to play. Local people will be involved in making their communities safer. Greater involvement, increased prosperity and inclusiveness will mean that crime rates and fear of crime is reduced.



The provision of better access to leisure facilities, open spaces within or adjacent to urban development areas and the wider countryside will have had the benefit of encouraging a healthier lifestyle, both mental and physical. The population will be comparatively healthy, with people taking more habitual physical activity by utilising the range of high quality sports and recreation facilities available to them.

Residents will have their health care needs met by a network of mainly local services that have a reputation for excellence. Health inequalities between those living in relatively deprived areas and those living elsewhere will have been reduced, so that life expectancy and the incidence of ill-health will be to the same improved level across the District's and on a par with the Region.

A combination of higher levels of employment, increased personal wealth, greater community empowerment and better social and medical support will have improved the mental health of the community and people will generally be happier.

4. OBJECTIVES AND CHALLENGES

4.1. The following 17 Objectives represent the basic targets which need to be set in order to achieve the Vision.

1.	Housing Growth	To meet the housing requirements of the area
2.	Local Housing	To provide for the full range of housing needs within the area
3.	Economic Development	To support the growth and regeneration of the local economy and to build on elements of its unique economic profile
4.	The Rural Economy	To sustain, support and diversify the rural economy
5.	Tourism	To recognise the importance of Tourism to the area and promote as a place to visit
6.	Skills	To provide a high quality, responsive education and training provision across the area which develops a workforce qualified to meet the needs of future employment opportunities
7.	Transport	To enhance the transport network across the area
8.	Physical and Community Infrastructure	To ensure that, as a priority, adequate infrastructure such as utilities, ICT or community facilities are provided at an appropriate time, in order to address current deficiencies and meet the needs of new development
9.	Climate Change	To adapt to and mitigate against the potential effects of climate change, and minimise the factors which contribute towards the problem
10.	The Coast	To secure the continuing prosperity and qualities of coastal areas and communities, while responding to climate change and the natural processes that occur along the coast
11.	Accessibility	To promote better access to housing, employment, services and facilities for every member of the community
12.	Sustainability	To deliver sustainable communities through better integrated and sustainable patterns of land use, movement, activity and development
13.	Health	To encourage and enable the community to live and enjoy a healthy lifestyle
14.	Lowestoft	To deliver the regeneration outcomes set out in the Lowestoft Outer Harbour and Lake Lothing AAP
15.	Martlesham	To deliver both new housing, integrated into the existing community, and new employment, founded on the current high tech skills and reputation
16.	Felixstowe	To sustain and enhance the vitality and viability of Felixstowe
17.	Market Towns	To sustain and enhance the vitality and viability of the market towns as retail, service, and employment centres serving their local populations and that of their neighbouring rural communities

4.2. The following challenges that both Suffolk Coastal and Waveney District Council face if the Vision is to be achieved are many fold. The recent budget announcements by the Government and the pressures on public investment and resources will mean that significant local investment and support will be required to meet the challenges below.

PRIORITIES	CHALLENGES	RELATED OBJECTIVES
Demographics	An ageing population	2
	Loss of young people	2
Housing	A growing disparity between lower quartile average wages and property prices	2
	Imbalance between housing needs and supply	1, 15
	Lack of houses at prices affordable to local people	2
	Lack of social rented housing	2
	Second homeowners – denying local people the opportunity to buy homes, particularly small ones in certain locations	2
	Lack of authorised sites for Gypsies and Travellers	2
Economic and Skills	To deliver the regeneration outcomes set out in the Lowestoft Outer Harbour and Lake Lothing AAP including maximising the opportunities from major investment in offshore renewables	4, 5
	Regeneration of Felixstowe as a tourist destination and maintaining its status as the country's premier container port	5
	Declining levels of public intervention funding nationally and at regional and EU levels, e.g loss of Objective 2 and assisted areas status in Lowestoft	14
	Reducing the impact of recession and the time taken for recovery from the impact of the recession	3
	More recognition of the potential for investment in the economy	3, 6, 15
	Viability of brownfield development taking into account the costs associated with relocation of existing businesses, demolition, decontamination, infrastructure provision and flood protection in key areas e.g. Lowestoft)	3
	The economic impact of the decommissioning of Sizewell A and the huge opportunities associated with new nuclear provision at Sizewell C	3, 4
	Balance the needs for economic growth with the maintenance of the quality of the Districts' natural environment and general quality of life	3
	The pressure to develop existing employment sites for other uses, notably residential development	3
	Decline in traditional employment sectors due to globalisation of trade	3
	Addressing the skills gap to meet future growth in the high-tech and energy related sectors	6
	Education attainment levels below regional and national averages	6
	High concentration of 16-18 who fall within the NEET category particularly in Lowestoft	6
	High percentage of low skilled jobs in key sectors	6
	Dependency on seasonal employment in some areas	6
	Lack of diversity in terms of employment opportunities	3, 4, 16
	Poor graduate retention	3, 4, 16
Lack of employment opportunities for young people causing them to leave the area	6	

	Capacity issues identified with the provision of the main utilities	4, 8, 17
	Required update of broadband provision	4, 8, 17
Transport	Secure improvements to the A12 north of Woodbridge to better meet the needs of business related and holiday traffic while improving the quality of life for residents along the route	3, 7, 14
	Provide sustainable measures to reduce traffic congestion within Lowestoft including investment in key highways infrastructure to open up development land within the Lowestoft AAP	14
	Poor rail links and infrastructure with investment required including integrated transport measures	7, 11
	The efficient functioning of the A14 as an important international and local transport route	3, 7, 16
	Threat of flooding to the A12 at Blythburgh	9, 14
	Achieve a balance between the reliance on cars and protecting the environment	12
	Address congestion issues at either end of the East Suffolk area by working with partners e.g. Orwell Bridge and in Great Yarmouth	7
	Addressing concerns regarding the impact of lorry traffic on rural roads by new employment activity but also by agricultural-related works	7, 12
	Provision of transport measures to mitigate the effects of rural isolation, poor access to jobs, leisure and services within East Suffolk	4, 7, 11, 14, 17
	Environmental	Maintaining and enhancing the high quality built, natural and historic environments
Managing and mitigating the pressures of climate change in particular the affects of coastal erosion on the areas communities and the potential flooding of the key regeneration areas within Lowestoft		9, 10
Promoting energy conservation, energy generation including renewable energy; and energy efficiency		12
The conservation and efficient management of water resources		12
Tourism is good for the economy, but the environment and local communities are sensitive to visitor pressure		12
Community Well-being	Continuing to address and tackle fear of crime	12
	High rate of teenage pregnancies particularly in Lowestoft and Felixstowe	13
	Managing pressure and service provision caused by an ageing population	8, 13
	Pockets of high and persistent deprivation in many of Lowestoft's inner wards and in some rural areas	14
	Working with partners to secure sufficient infrastructure to support the growth proposed	8, 17
	Tackling the loss and lack of local facilities and services, particularly those offering education, training and social options for young people	3, 6, 8
	Lower life expectancy in deprived urban areas	4, 13
	Addressing the lack of facilities for young people	8, 13

5. INVESTMENT PRIORITIES

In order to meet the challenges and achieve the Vision and Objectives, a number of priorities have been identified as to where future investment is required. These fall into two basic groups:

'Thematic' priorities. These are generic in their nature and fall under five basic headings:

1. [Meeting Housing Needs](#)
[Social Housing](#)
[Private Housing](#)
2. [Supporting the Economy](#)
[Physical Regeneration and Resort Management](#)
[Skills](#)
[Deprivation](#)
[Procurement](#)
[Energy Sector](#)
[Social Cohesion](#)
3. [Transport](#)
[Connectivity](#)
[Public Transport](#)
4. [Utilities \(Gas, Electricity, Broadband, Water and Drainage\)](#)
[Sewage Treatment, Network Capacity and Flooding](#)
[Electricity Capacity](#)
5. [Coastal and Estuary Adaptation](#)

'Spatial' priorities. These are 'Key Sites' and interventions where investment is required and are identified under four spatial headings:

6. [Lowestoft](#)
7. [Martlesham](#)
8. [Felixstowe](#)
9. [Market Towns & the Rural Areas](#)

Narrative covering the identified priorities and their associated investments are provided in this section. In the majority of cases each investment will be subject to further detailed consideration during the four year lifespan of this document before any request for HCA intervention is made. More detailed narrative together with supporting evidence for each priority investment is included in Appendix 3 in the Supporting Document. Where a request for HCA intervention funding has been made, or is made at some future date, a proforma Investment Priority Assessment will be completed.

THEMATIC PRIORITIES

5.1. INVESTMENT PRIORITY 1 - MEETING HOUSING NEEDS

For Suffolk Coastal the amount of new homes required is set out in the Council's adopted Interim Planning Policy. In order to achieve the target a minimum of 7,660 new homes need to be provided across the district from the base year of 2009 to the end date of 2026.

In Waveney the adopted Core Strategy requires that at least 5800 dwellings need to be provided over the period to 2021, a rate of 290 per year. In order to achieve a 15 year supply provision will be made for approximately a further 1,200 dwellings for the period 2021 to 2025 to meet this need.

In both areas to meet this commitment, the amount of land for housing will be provided through existing commitments, new housing allocations, and windfall developments (i.e. those sites which are neither commitments nor allocations and for which it is difficult to predict exactly where development will take place).

Affordable Housing in rural areas is a key priority for the East Suffolk area, particularly given the nature of the population settlements. Both authorities' are exploring initiatives such as Community Land Trusts to drive this forward. A full review of Housing options for older people is currently under way involving colleagues at County level who are examining the future shape of residential care. All the sheltered schemes of partner landlords are being looked at as to their long term viability. The future direction of supported housing will depend very much on the revenue funding from Supporting People.

Suffolk Coastal commissioned a Local Housing Assessment, completed in 2006, which identified the affordable housing need of the district as 24% of all new homes. The breakdown of these homes should be:

- 75% social rented homes and
- 25% intermediate affordable homes

In order to achieve this the Suffolk Coastal planning policies require 1 in 3 of all new homes to be affordable ones in developments of 3 units or more in villages and 6 units or more in towns. Further studies have shown this policy approach to be viable.

In Waveney the assessment of housing need is projected at 225 homes per annum over the next 5 years but in reality over the past 3 years, the delivery figure has been much reduced at around 100 each year.

As part of Waveney's Local Development Framework which is key to the development of new housing supply, an Affordable Housing Viability Study was commissioned in July 2009. This concluded that the previous policy of requiring a 30% Affordable Housing element as part of any scheme of 3 units or more was no longer viable. There is now a requirement on developments of 5 or more dwellings for an element of housing to be included within the development. 20 – 35% of the development will be required as affordable housing dependent on the size of the site.

Some specific areas have been identified for housing development as follows:

- In terms of the Ipswich eastern fringe, in the Core Strategy a single allocation of 2,000 new homes is identified east of the A12 at Martlesham in order to create a new community/neighbourhood alongside, but not overwhelming, existing communities at Martlesham, Martlesham Heath and neighbouring villages. If the planning application is approved then an affordable housing element of 33% will be required which will incorporate a mixture of family and supported housing including housing for older people.

- In Felixstowe over the period 2009 to 2026 a minimum of about 1,420 new homes might be created from all sources (excluding small ‘windfall’ developments)
- Around 2,200 homes would need to be provided in Lowestoft, taking into account existing completions and sites with planning permission. The majority of these (approx 1500) will be located on previously developed land in the Lake Lothing area, with the rest likely to be accommodated on other brownfield sites within the physical limits of the town.

In addition there are a number of broad issues influencing future housing investment which are as follows:

- There has been a significant increase in the population of both Districts of people over 65 years of age which is set to continue over the next 20 years. This needs to be recognized in any future provision. While the broad approach is to enable older people to remain living in their own homes for as long as possible, there remains the need to provide alternative solutions for people as they become increasingly frail and in need of support.
- As a result a wide range of types of affordable housing are needed including family housing and accommodation to meet a variety of additional needs including housing with support for older people, those with learning disabilities and properties that are suitable for people with physical disabilities. Such properties would be developed as part of Section 106 requirements but also on sites that have been identified and are shown in the tables below. These sites represent the reality of what can be delivered with the appropriate level of investment and as such are realistic in their aspiration.
- Both Councils will examine their existing land holdings to identify any further opportunities for affordable housing development by Registered Social Landlords (RSLs) partners by gifting land at nil value.
- Further work needs to be undertaken in Waveney in respect of rural sites where better need information is required to support such projects. This will be carried out by using the capacity of partner RSLs.
- A Gypsy and Traveller Accommodation assessment identified the need in Suffolk Coastal for the provision of 31 residential pitches for Gypsy and Traveller families in the period 2006 to 2011. In addition it is suggested that Suffolk Coastal might accommodate a site for transit pitches in the Ipswich/Felixstowe area and provide accommodation for “New Travellers” many of whom have lived within the district for a number of years but without provision of authorised sites.
- Waveney has one gypsy and traveller site providing 24 residential pitches, located in Kessingland. The needs for Gypsies and Travellers and Travelling Show-People have been reviewed as part of the Local Development Framework which states that provision should be made for an additional 11 permanent pitches by 2011. In the longer term a smaller site will be required elsewhere in Waveney.
- Under occupancy of the affordable housing stock is also a common issue in both Districts. This can be addressed by the provision of a better “offer” to such households, e.g. bungalow accommodation in the right location and assistance with the organisation of the move. Empty homes and under-occupation will be addressed at the next refresh of this LIP. These are crucial areas for both Councils and under-occupation is particularly important bearing in mind the forthcoming benefit reductions for households in properties considered to be too big.

- A sheltered housing working group meets when required to consider the future of specific schemes related to redundant sheltered stock. A number of homes have already been de-commissioned or changed to accommodate other needs groups. Landlords across East Suffolk are similarly reviewing their stock holdings of sheltered housing.
- The impact of the new Affordable Rent products may be significant and this will be monitored closely as the regime unfolds. The new homes bonus is an area of importance as the sums involved could be significant and provide another incentive to see delivery realised.
- Work is being undertaken in both Districts to bring empty properties back into use across the private sector. Suffolk Coastal is about to make it's first Empty Dwelling Management Order and if successful others will follow. However, formal action is extremely resource intensive and other approaches, including offering grant aid in return for the dwellings being let at affordable rent levels, have also been adopted.
- Stock condition in the private sector remains a concern for both authorities. With a growing older population this issue will grow. For example, the 2007 House Condition Survey in Suffolk Coastal identified more than 5,000 dwellings with Category 1 hazard ratings under the Housing Health and Safety Rating Scheme. Nearly 5,000 dwellings were in need of repair and 3,900 dwellings suffered with excessive cold. Waveney is currently carrying out in new survey. The results of both surveys will influence future investment activity through renovation grant action and realising funding opportunities that are coming forward from the power companies to improve insulation measures and heating methods in homes.
- Both Councils are committed to creating homes with low environmental impacts and high energy efficiency. Levels of achievement will depend upon the financial viability of each scheme.

Investments

The investments necessary for each area above are set out within the Spatial Priorities later in this section. However the need for investment in social housing through to 2014 for both Districts is set out in the tables below. Average grant rates have been assumed based on the recent experience but both authorities recognise that pressure on public funding is likely to drive these average rates down further. The sought intervention grant rates are as follows

- £35,000 for a family dwelling,
- £45,000 for a wheelchair dwelling and
- £70,000 for a very sheltered dwelling.

As a result the schemes listed in the two tables below would require an investment in Suffolk Coastal of between £2.300 and £3.990 million, depending on which option is selected at Conford House, Felixstowe, and a total of £ 4.45m in Waveney. Investment in each scheme will be subject to affordability assessments and will take into account the impact of the new Affordable Rent products and other broad issues as referred to above.

Suffolk Coastal	
Location	Number of dwellings
Mill Hoo, Alderton	9 additional dwellings
Springfield Road, Aldeburgh	5 dwellings
Levington Lane, Bucklesham	2 additional dwellings
Ullswater Road, Campsea Ashe	8 dwellings

Conford House, Felixstowe	32 flat very sheltered housing scheme (or 14 bungalows, 6 of which will be to wheelchair standard)
Cornwall Road, Felixstowe	3 new dwellings
Cricket Hill Road, Felixstowe	1 additional dwelling
Philip Avenue, Felixstowe	10 new dwellings
Old Post Office Lane Sutton	7 additional dwellings
Blyth Villas Sweffling	4 new dwellings
Cavendish Road Trimley	1 new dwelling
TOTAL	82 (or 64) DWELLINGS

Waveney	No. of dwellings
Location	
St Margaret's Road Lowestoft	24 dwellings
Six HRA sites at various locations	Producing 20 dwellings per annum
Normanston Road, Lowestoft	5 bungalows for young people with a physical disability
Clapham Road, Lowestoft	24 units for young people (to replace Phoenix House)
The Nordalls Kessingland	20 dwellings
Economy Road Lowestoft	18 dwellings
Four Acres Carlton Colville	14 dwellings
Eastwood Avenue Lowestoft	2 Bungalows
TOTAL	127 DWELLINGS

These investment opportunities have not been specifically timed because they rely on the availability of funding from the Homes and Communities Agency in order to be developed. All of them however are at a point in the development process where they can quickly be brought forward if funding becomes available for example: -

- planning approval for the development has been agreed and/or issued, and
- the sites are either owned by the RSL or by the local authority and the conveyance can be completed quickly.

General development opportunities:

At the same time there are a significant number of private housing developments with planning approval that will produce when developed affordable housing numbers in both Districts through Section 106 agreements as shown:

Suffolk Coastal	No. of dwellings
Location	
14-18 High Street Wickham Market	2 dwellings
Castle Brooks Framlingham	22 dwellings
Old scrap yard Hollesley	11 dwellings
Station road Framlingham	46 dwellings
The Convent Site, Tower Road Felixstowe	9 dwellings
Churchill, Saxmundham	45 dwellings
Cliff House, Hamilton Gardens, Felixstowe	18 dwellings
Beresford Drive, Melton	3 dwellings
Notcutts site, Woodbridge	8 shared ownership dwellings
Church Street Saxmundham	14 dwellings

Seaman Avenue, Saxmundham	11 dwellings
Fairfield School Saxmundham	8 dwellings
Area FF Grange Farm, Kesgrave	8 dwellings
Rendham Road, Saxmundham	30 dwellings
TOTAL	235 properties at nil grant.

Waveney	No. of dwellings
Location	
Woods Meadow, Lowestoft	165 homes
Woods Loke	45 flats for older people
Blyburghgate Beccles	1 house
Gosford House Beccles	2 flats
Gosford Road Beccles	4 houses
Meadowlands Wrentham	6 houses
TOTAL	223 properties at nil grant.

In addition there are opportunities for the re-development of at least 2 former school sites which would bring in a mix of funded and S 106 properties. There are also a number of opportunities to bring empty homes back into use for a minimal investment of between £5 - £10K.

So far as action in the private housing is concerned - both owner occupied and rented - this will rely upon funding being made available by Government through the Disabled Facilities Grant programme, from the authorities themselves through renovation grant aid and through opportunities arising from assistance being provided by the power companies to support insulation measures.

5.2. INVESTMENT PRIORITY 2 – SUPPORTING THE ECONOMY

The two primary towns of Lowestoft and Felixstowe face very pressing and comparable challenges sharing an agenda for resort management, regeneration, and social cohesion. The towns are major employment locations supporting a wide catchment area with key industries including energy, manufacturing, port-related activities, food and drink and tourism. Significant factors including the activities of 1st East URC and the Haven Gateway Partnership, capital investment in OrbisEnergy and Adastral Park and opportunities in the energy sector, will all help to ensure that East Suffolk has an exciting and prosperous future.

A skills shortage exists in the East Suffolk area and the shortage is set to increase within the next five years as a significant percentage of the workforce reaches retirement age. A shortage of skills is a major contributor to unemployment and as the economy of the area develops will be a significant factor potential employers will take into consideration when deciding whether or not to move into and invest in the area. If the shortage and upwards trend is to be reversed investment in education and specialist skills training premises and courses is required.

The East of England is a major generator of energy and supplies around half of the UK's domestic gas requirements, generates nuclear power and is the leading region for renewable energy generation. The region's energy and low carbon sectors form 10% of the UK market and are worth more than £12.9billion with around 6,200 companies employing 103,400 people in the region.

More than £24billion will be invested over the next 10 years around the east coast in offshore renewable energy and Lowestoft is in a prime position to reap the many benefits this investment could bring. Lowestoft is already home to the operations and maintenance base for the 500-megawatt Greater Gabbard scheme off the coast of Sizewell and is ideally placed to capitalise on

the proposed £24bn windfarm development entitled the 'East Anglia Array' which is to be built off the Suffolk and Norfolk coast.

Following its Energy Review, in January 2008 the Labour government stated that Britain needed a mix of power plants, including nuclear, as well as a commitment to alternative and more efficient forms of energy. This statement paved the way to allow a new generation of nuclear power stations to be built and with Sizewell A and B due to be decommissioned within the near future, the site at Leiston was chosen to be the location of Sizewell C. EDF Energy's plans for the new build will not only bring major benefits to the whole of the UK but also to the local community.

A feasibility study carried out by Skills for Energy East of England states that the proposals for Marine facilities (Haven Gateway), New Nuclear (Sizewell and Bradwell), Gas developments (Bacton rebuild, CCS and decommissioning) and offshore wind turbines (East Anglia Array) is compelling evidence alone that this region will have a debilitating shortage of skilled personnel across all energy sectors unless it acts now in expanding the skill base. The study also states that if the region is to capitalise on the growth in the production of energy, it must take the initiative and develop its own Skills Centre to operate as a skills "hub" and work directly with existing colleges and independent skills providers. Phase I has identified four potential sites for the hub and Phase II of the study has now begun to identify the final site which will then inform the initial planning stages of the development.

The investments included under this priority are targeted at attracting local investment within growth sectors, developing the ability of the local workforce to take up future employment opportunities in those sectors and retention and enhancement of local supply chains which support those sectors. The proposed investments are seen as a clear path to creating local prosperity, attracting high value investments into the economy acts as a catalyst for further investment which in turn reduces unemployment and improves average incomes.

Investments

5.2.1. Physical Regeneration and Resort Management

Given the nature of thematic investments it is inevitable that some proportion of their desired outcomes will be delivered through Spatial Investments. Where this occurs under Priority 2 the investment details are included in appropriate Spatial Investment sections elsewhere in this document. Of particular note are the Spatial Investments for Lowestoft, Martlesham and Felixstowe.

Significant rapid change in delivery of regeneration is being driven by central Government. The recent initiative for the creation of LEP's has resulted in a "New East Anglia" LEP for Norfolk and Suffolk. The impact upon initiatives in this LIP and any alterations to strategic direction to come from the emergent LEP will be included in future iterations of this LIP.

5.2.2. Skills

A number of relatively small, skills related, initiatives driven through various educational establishments and support agencies are either already under development or have been identified as future projects. The initiatives include pre-apprenticeship schemes targeting NEETS and redevelopment of the Lowestoft College campus to deliver a cross section of courses. The majority of these initiatives are supported by the local LSP's and have already been allocated funding or have at least identified potential funding partners. The present collective investment needed to deliver these initiatives is circa £3.68 million of which £2.475 million has been identified from other sources.

An initial series of pre-apprenticeship schemes have now commenced in an area of highest deprivation and worklessness linking work skills and attendance at courses to practical in the job training and a final formal training certificate. If successful further schemes will be rolled out across

East Suffolk concentration on pockets of high deprivation first. HCA intervention will be sought for schemes not funded or only part fundable from other available sources. An option may exist to include conditions in HCA funding bids for apprentices to be included as part of any award. For example Housing Associations could be required to bring apprentices into the construction of new homes as a condition of supporting their bids.

At a larger scale development of a regional Skills for Energy Centre together with smaller related Spoke developments are proposed to meet the needs identified in the 2010 Skills for Energy East of England report. Details of the investments required to support the regional proposal are covered under the [Energy Sector](#) paragraph 5.2.5 of this LIP.

5.2.3. Deprivation

Several practical investments such as provision of affordable/supported homes, rural transport measures, skills training and physical employment led development which will reduce deprivation are contained elsewhere in this LIP.

5.2.4. Development of Supply Chains, Local Procurement and Business Clusters

Private and Public partners are currently working together through their Local Economic Delivery Partnerships to develop a number of small initiatives aimed at enhancing local supply chains and local procurement over the next four year period. The collective cost to develop, setup and manage those initiatives over that period is estimated to be between £50 and £60 thousand.

In addition to the smaller initiatives mentioned above significant opportunities to enhance local supply chains and local procurement will arise if the predicted multi-billion pound offshore construction projects for the Energy sector occur. The intention would be to build upon the smaller initiatives to enhance their scope and functionality to meet the demands of the energy sector developments. The cost to carry out the additional work is estimated to be between £10 and £15 thousand.

In both Lowestoft and Felixstowe relocation of businesses to facilitate development at existing industrial parks is set to create new business clusters at those parks and at identified relocation sites. While the potential scale of relocations has been identified the timing, size and nature of any clustering has yet to be considered. The cost of planning the relocations and any associated clustering will be covered by private / public partners. Initial planning has identified the cost of delivering the relocations as a multi million pound undertaking with major funding gaps. The total funding package and HCA element of support needed to bring forward delivery has yet to be identified but will be taken forward as a series of Spatial Investments covered elsewhere in this LIP or in future versions of the document.

5.2.5. Energy Sector

East Suffolk has the potential to reap the many benefits investment in offshore energy and nuclear power could bring. This will necessitate competing at a regional level to attract investment which would otherwise go to other regions or to other EU countries and the provision of local service facilities, infrastructure, land and property to accommodate parts of the predicted overall investment in the Energy sector best suited to each locality. In addition to the Skills Centre referred to below other investment proposals will be taken forward in future versions of this LIP following the outcome of critical investment decisions to be made by a number of key investors in offshore energy.

Phase II of the Skills for Energy East of England study referred to in [Skills](#) above has now begun to identify potential sites for both the Hub and Spoke developments. This will inform the initial planning stages leading to an options appraisal based on key factors against which development of each site will be assessed. The funding package required to bring forward development of each site has yet

to be identified but will be taken forward as a series of Spatial Investments in future versions of this LIP.

5.2.6. Social Cohesion

Social Cohesion is of growing importance to the communities of East Suffolk, it's importance is also recognized in new government initiatives to develop a Big Society with community lead plans and initiatives.

New working partnerships within local communities and between local communities and the public sector have already begun to develop. The authorities have pledged to support development and assist delivery of the emergent community initiatives within available resources.

Interventions requesting HCA intervention will be brought forward as local community groups and partnerships develop their delivery plans. In the mean time support for Social Cohesion will continue through existing partnerships within existing resources.

5.3. INVESTMENT PRIORITY 3 – TRANSPORT

Poor transport infrastructure serving East Suffolk is seen by existing and prospective businesses as a major obstacle to private investment which is critical to the areas future prosperity.

The transport issues for the East Suffolk fall into two main categories, road connectivity within the area and public transport related to the need to decrease carbon emissions relating to transport (particularly car use), in order to address climate change trends.

In line with the scope of this LIP proposed investments in infrastructure falling outside East Suffolk have not been included. Internal connectivity issues are exasperated by localised problems on certain sections of main roads and restricted movements through some key junctions and pinch points resulting in congestion, particularly within Lowestoft and serving Felixstowe. Also many communities situated along the A12 face the impacts of heavy traffic flows through their villages with a high proportion of heavy goods vehicles and tourist traffic using the route.

Investments - Road Connectivity

Despite the fact that a number of key interventions to improve connectivity as stated below have been identified viability assessments, cost benefit analysis, failure of previous bids for funding and the present lack of public funding, amongst other reasons, have resulted in those interventions becoming longer term investments to be brought forward in future versions of this LIP or in other strategic documents:

- Lake Lothing Crossing - Lowestoft
- Denmark Road widening - Lowestoft
- Northern Spine Road extension - Lowestoft
- Dock Spur roundabout improvements - Felixstowe

5.3.1. The four villages bypass

The four villages bypass on the A12 is seen as a critical investment needed to improve the visual amenity and environmental conditions within the villages affected and to improve traffic movements to and from the northern parts of East Suffolk especially with the potential development of Sizewell C. In addition there is a need for further overtaking opportunities and improved amenity facilities on the A12 between Kessingland and Wickham Market. The design options, viability and cost of the additional proposals have not been evaluated and will if appropriate be taken forward in future versions of this LIP.

5.3.2. East West Access Road Lowestoft

58.5ha's of mainly underutilised or unoccupied brownfield land on the south shore of Lake Lothing has been identified as a proposed sustainable urban neighbourhood under policy SSP3 within the Lowestoft Outer Harbour and Lake Lothing AAP. In the short term limited development can be facilitated from existing road infrastructure however provision of a new access road at an estimated cost of £8.6m will be required in the medium term to bring forward the bulk of the development. If funding was to become available for an initial phase of the road in the short term it could facilitate early delivery of the medium to long term development.

See Priority [Investment 6](#) of this LIP for the delivery timeframe for this proposed investment.

5.3.3. Beccles Southern Relief Road

The Suffolk Local Transport Plan 2006 – 2011 includes several future potential major transport schemes that are not currently funded, including the Beccles southern relief road. Beccles town centre suffers from the impact of heavy traffic travelling between the Beccles Business Park/Ellough Industrial area and the A145 to Ipswich. Further employment growth is identified in the LDF and a Beccles southern relief road is proposed to address the issue and improve access to the industrial area. A definitive route has not yet been defined and the indicative timeframe for construction has been set as beyond 2016 at an estimated cost of £3.7m.

5.3.4. The A12 at Martlesham and Levington

A 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 new development east of the A12. This has indicated a need for improvements to each of the main junctions on the A12, south from the A1214 Woodbridge Road junction down to and including the Seven Hills Interchange at Levington. The study also identifies the need for new public transport, footway and cycle provision. Funding for these improvements will be expected to be provided by the developers of the land subject to viability testing. The timing and phasing of these improvements will be a more detailed matter to be determined through an Area Action Plan.

Investments - Public Transport Connectivity

The East of England Plan (May 2008) included a regional transport strategy to improve accessibility to jobs, services and other activities while aiming to reduce the rate of road traffic growth, in particular the use of the car. The proposal was that this should be achieved by reducing the need to travel, changing travel behaviour towards more sustainable modes and promoting an improved range of public transport to and from Regional Transport Nodes.



Improvements to public transport should include better interchange between bus/coach and rail networks and the integration of strategic and local networks. In addition, opportunities should be taken to shift freight away from roads to rail and water. Localised improvements to encourage cycling, walking and enhance the bridleway network are promoted. Completing the National Cycle Network in the Region and linking with local cycle networks is also a priority.

5.3.5. Lowestoft Station Transport Interchange

This is a medium to long term proposal likely to be delivered beyond 2016 at the earliest therefore no investment package is sought at this time

5.3.6. Beccles Loop

Network Rail (NR) is progressing detailed design (GRIP 4) for the passing loop part of which is tied to provisions for re-signalling of the entire East Suffolk Line. NR have a finite sum available to part fund both the loop and the re-signalling work and have therefore looked to partners to support the total cost. Suffolk County Council have agreed to contribute £1m to close the gap subject to the CSR outcome and competing bids for that same figure. If following the CSR and bidding round a funding gap does exist a submission to the HCA for funding to close the gap will be made.

5.4. INVESTMENT PRIORITY 4 – UTILITIES

Opportunities for new development and growth in several locations throughout East Suffolk as allocated in the East Suffolk LDF documents will have to overcome constraints imposed by the condition and capacity of existing utilities provision. Area based and/or development site specific requests for HCA financial investment may arise dependent upon the viability of developments proposed. Therefore other than the reports referred to below no investment request to support specific development has been included in the LIP at this time.

Investments

5.4.1. Sewage Treatment, Network Capacity and Flooding

Investment of £20,000 from the HCA is requested to partially fund a report to assess the cost of improvements needed in each area to facilitate potential developments as allocated in the East Suffolk LDF documents. The proposed report will be used to assist consideration of developments brought forward in relationship to developer contributions required, viability assessments and any resultant funding gaps for which the HCA may be asked to contribute.

5.4.2. Electricity capacity

Investment of £15,000 from the HCA is requested to partially fund a report to assess the cost of improvements needed in each area to facilitate potential developments as allocated in the East Suffolk LDF documents. The proposed report will be used to assist consideration of developments brought forward in relationship to developer contributions required, viability assessments and any resultant funding gaps for which the HCA may be asked to contribute. The work carried out by Ofgem will complement this.

5.5. INVESTMENT PRIORITY 5 – COASTAL AND ESTUARY ADAPTATION

The low lying and coastal nature of the East Suffolk area means that it is exposed to the combined effects of coastal erosion, river flooding and sea level rise predicted from climate change. The under investment in flood defences of Lowestoft and the other coastal communities, as well as the inland towns and villages built on the many watercourses, will become of growing significance and concern over the next decade and beyond unless major infrastructure and mitigation measures are implemented. The largest urban area at 'significant' risk in the area is around Lake Lothing in central Lowestoft, which forms part of the Lowestoft Outer harbour and Lake Lothing AAP area.

The authorities' have discretionary powers to undertake coast protection works to resist coastal erosion and encroachment by the sea. In using these powers the authorities' take account of the management policies in the current Shoreline Management Plan [SMP] which is a strategy for managing flood and erosion risk for a particular stretch of coastline, over 3 time periods. Full details of the SMP may be found via the link (<http://www.suffolksmp2.org.uk/policy/index.php>).

The summary position for the Waveney frontage is that SMP policies advocate investment in coastal management measures to preserve the present shoreline position over the long term at

north and south Lowestoft, Pakefield and Southwold. The northern part of Kessingland is expected to not require investment for at least 50 years – due to natural protection from Benacre Ness - however the shoreline over other parts, including the village of Corton, has policies for natural evolution.

Whilst 'greater' Lowestoft and Southwold appear to be relatively secure the policies for some parts are to a degree aspirational with a probability that the level of investment required to deliver will necessitate a mix of public and private sector funding – the former element being subject to a prioritisation process that is currently difficult to access for coastal frontages of a rural / resort type.

Investments

The at-risk parts of East Suffolk include several towns and villages having both residential and commercial areas which are liable to be adversely affected by tidal flooding. In most cases the adverse effects are liable to extend well beyond the land and property directly affected, potentially putting the sustainability of some smaller local communities as a whole in question. In cases where protection is not deemed appropriate alternative measures for adaption and relocation of homes and businesses will be required.

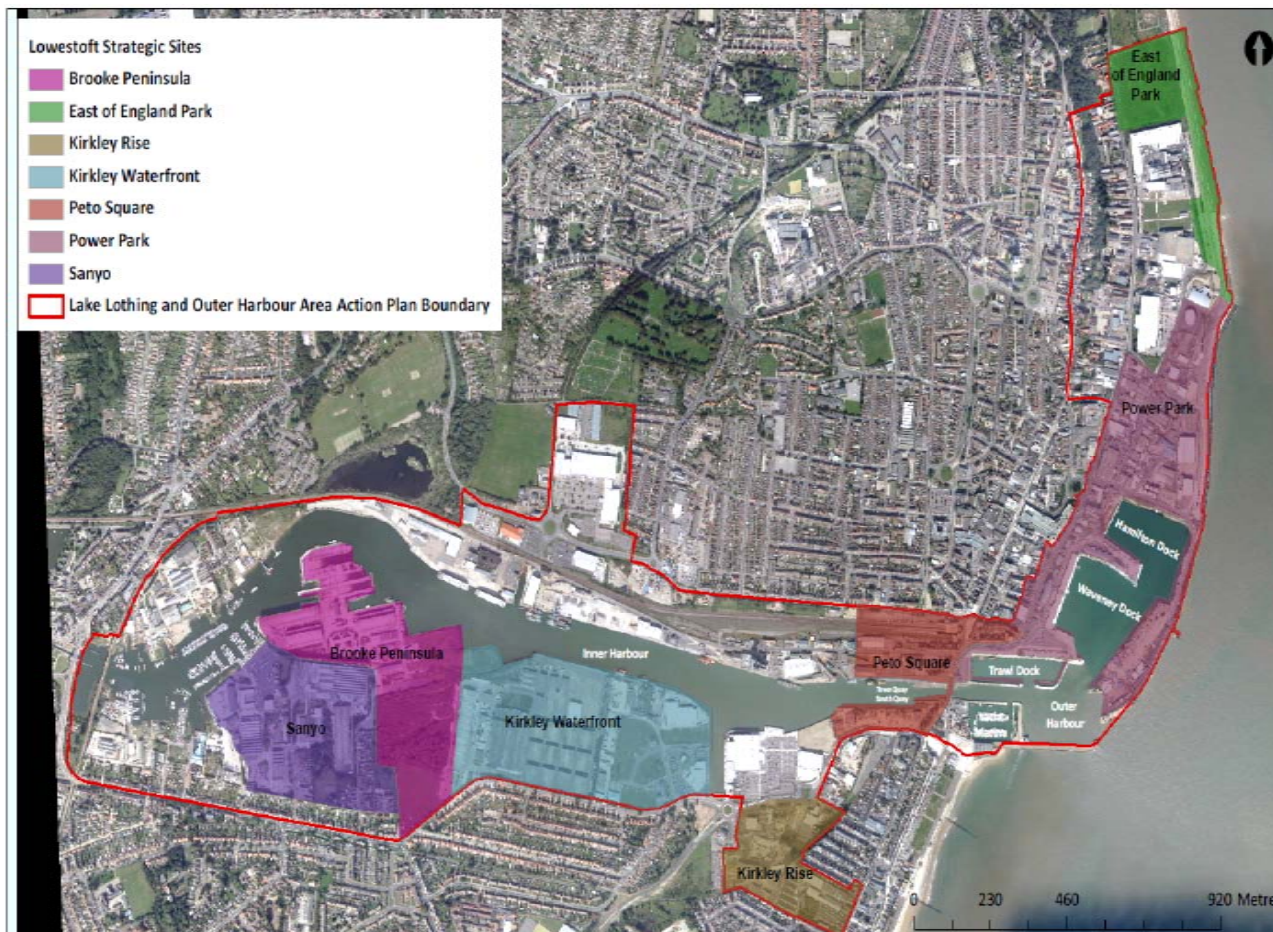
The policies for some parts of the area are to a degree aspirational with a probability that the level of investment required will necessitate a mix of public and private sector funding, the former element being subject to a prioritisation process that is currently difficult to assess.

Taking into account the variables applicable to each location at risk and the, as yet un-quantified extent of protection or adaption appropriate, it is proposed that the need for HCA support will be assessed for each location separately at a point in time when the protection and or adaption measures together with associated costs for each location have been identified.

Recent central government policy for the distribution of funding for coastal management has discriminated against rural and resort frontages where previously defended areas are not able to gain investment for defence renewal leading to policies of retreat or realignment. In response Defra has launched a Pathfinder initiative that is intended to engage with at-risk communities to identify ways of adapting to coastal change. Waveney was awarded funding for Pathfinder projects at Corton and Easton Bavents that are faced with different challenges associated with coastal erosion.

SPATIAL PRIORITIES

5.6. INVESTMENT PRIORITY 6 – LOWESTOFT



Most new development within Waveney such as housing, employment, retail, services and facilities will take place in the main town of Lowestoft. The focus for development will be on previously developed land within the built-up areas, with more than 50% of housing and 60% of employment expected to be delivered on brownfield sites. An integral part of future development will be to protect and enhance local distinctiveness and the green infrastructure of the District, such as open space and biodiversity.

Lowestoft will be a focus for regeneration and is expected to accommodate approximately 70 to 80% of the housing growth for the District and 70 to 80% of the additional 5,000 jobs. Of particular importance will be the development of a renewable energy cluster of businesses and growth of the knowledge economy. Most retail growth will take place in Lowestoft through the expansion of the town centre towards the Lake Lothing and Outer Harbour water frontage. Priority will be given to the delivery of infrastructure, such as flood protection measures and transport improvements, as essential to facilitating economic and social regeneration.

An Area Action Plan (AAP) is being prepared by Waveney District Council and 1st East to guide and promote the regeneration of the Lake Lothing and the Outer Harbour area in Lowestoft. A "Further Preferred Options" version of the AAP was published for consultation in April 2010, with a view to submitting the final version of the AAP for examination in December 2010 and subsequent adoption in Summer 2011. The AAP process to date has identified the development of a number of strategic sites to be critical in realising the regeneration and revitalisation of the Lake Lothing and Outer Harbour Area.

PowerPark comprises an area of 26 ha south of Ness Point and west of Battery Green Road and includes Hamilton Dock, Waveney Dock, along with parts of Trawl Dock and Outer Harbour.

Brooke Peninsula and Sanyo (Sustainable Urban Neighbourhood) provide a substantial area of some 12.2 ha that is currently occupied by predominantly under utilised or unoccupied industrial buildings. **Peto Square** represents the areas immediately north and south of the Bascule Bridge providing a significant opportunity to create a sustainable town centre extension that will connect the existing primary retail area to the water front. **Kirkley Waterfront** covers the area to the north of Waveney Drive allocated for redevelopment to provide modern industrial and business premises linked by a new spine road.

The **East of England Park** is located between the beachfront and Whapload Road. The site is characterised by underutilised and poorly maintained open space having the potential to create a major new contemporary park adjacent to the seafront with a walkway to the eastern most point of England, Ness Point. The area around **Kirkley Rise** has been identified as a strategic site due to its potential for significant change and its strategic location between Kirkley District Shopping Centre, Peto Square and Kirkley Waterfront, and **Oswald's Boatyard** is expected to be developed for high density residential units, replacement library and community facilities provided flood risk issues can be overcome.

Investments

5.6.1 Power Park

The park is already fully developed/utilised, has basic infrastructure in place and has an existing value in the region of £11m. The park is subject to a Relocations Strategy which forms part of the AAP document reference library. The purpose of the strategy is to quantify the likely sums needed to relocate existing businesses from the park to alternative locations within the near vicinity. The strategy is structured in phases, with phase one due to occur by 2013. The exact dates for each relocation and each phase are dependent upon a number of factors including growth in the energy sector, availability of relocation land, market forces and the willingness or desire of the existing businesses to relocate.

The cost of each relocation will be dependent upon market forces at the time and the specifics of each relocation to be undertaken. Each relocation will, when appropriate, be assessed against HCA funding criteria at that time and if deemed appropriate application for HCA funding will be made. The overall predicted cost gap for all relocation as identified in the strategy is £5.5m.

5.6.2 Brooke Peninsula/Sanyo (Sustainable Urban Neighbourhood) SUN

Brooke Peninsula/Sanyo will be redeveloped as part of a SUN providing the following uses:

- Approximately 1,100 residential units built to densities of between 50 and 90 units/hectare including terrace, mews, townhouses and apartments;
- Enhanced open space utilising existing recreational ground adjacent to Jeld Wen, or a like-for-like provision in areas at higher risk of flood;
- A minimum of 3 ha of Open Space (depending upon density), plus retention/reprovision of the existing playing fields adjacent to the Jeld Wen site;
- Southern Access Road, providing connection into Kirkley Waterfront site;
- Mixed use employment to include office, research and development and light industrial uses;
- Continuing care retirement community;
- Primary School (1.7ha);
- Marina facilities;
- Retail, restaurants, bars, cafes as active ground floor uses;
- Hotel.

The following items of infrastructure will be required to support the development of the site:

- New primary school;
- East West Access Road; - See [Priority Investment 3](#) herein.
- New pedestrian and cycle routes and facilities;
- Public transport improvements;
- Pedestrian and cycle bridge link over Lake Lothing;
- Flood defences and or associated mitigation measures;
- Remediation of contaminated areas in accordance with PPS23;
- On site renewable energy systems.

As recommended in the AAP the SUN will be the subject of a detailed master plan to be delivered in partnership with the land owners. The validity of application for HCA intervention funding to support delivery of the infrastructure items listed above will be included in the master planning process.

5.6.3 Peto Square

The potential for development of Peto Square is covered by a number of documents referred to within the AAP, including viability assessments. The present situation is that large scale re-development including the proposed new station building is not viable in the short to medium timescale. Short term viability is also dependent upon the re-configuration and signalisation of the junction to Commercial Road at an estimated cost of £2.5m. Delivery of the junction improvements would open up significant areas of existing brownfield land for redevelopment and provide the vehicular access necessary to make those areas attractive to investors. Further detailed master planning of the area is recommended in the AAP following which an application for HCA part funding to carry out the junction works is likely.

5.6.4 Kirkley Waterfront

Kirkley waterfront contains two distinct areas, a large area of industrial land in one private sector ownership and a smaller area, appr 50%, mainly in public sector ownership. The privately owned area has two factory units in good repair and a large number of open air covered storage buildings again in good repair. The existing lease of that land runs out in 2016 at which time it is expected that market opportunities will bring forward redevelopment. There may also be scope for early redevelopment subject to financial agreements related to buying out the remaining period of the lease.

Two areas for potential HCA funding could be the provision of a [principal road](#) to provide access to and within the site and [flood mitigation measures](#). Both measures will be the subject of detailed master planning to be carried out as part of the [Brooke Peninsula/Sanyo](#) development.

5.6.5 East of England Park

Cost and viability of developing this area of the AAP have not established. No HCA intervention is sought at this time.

5.6.6 Kirkley Rise

Kirkley Rise provides access to two development sites and includes the road infrastructure to provide access to a third site subject to land owner agreement. All three sites are allocated in the AAP for mixed used development including residential. Detailed proposals for each site are not available at present but will be considered for HCA intervention funding under [Priority Investment 1](#) of this LIP in due course.

5.6.7 Oswalds Boatyard

Development of Oswalds Boatyard has been setback due the present economic climate. Development of the site is expected in the near future at which time application for HCA funding will be considered taking into account the viability of any housing element on the site allowing for the expected unusual cost of developing such a constricted site in need of extensive flood protection works.

5.6.8 Extension to South Lowestoft Industrial Estate

The Waveney Employment Land Study (2006) recognised the need for an additional area of employment land at the South Lowestoft Industrial Estate due to the estate being almost at capacity. The study stated that the site should be developed for a mix of industrial uses (B1, B2 and B8). This development is also linked to the 1st East relocation strategy and the continued demand for sites and premises



Investments

Development of this area will be in phases. Subject to detailed viability assessments, which are presently being prepared, application for phase 1 is expected imminently. Delivery of each phase will largely depend upon relocations from within the Lowestoft AAP area and the speed of developments in the offshore renewable energy sector. Initial viability assessment indicates the potential need for HCA support for phase one infrastructure provision. Application for HCA support will be considered when the viability assessments are complete and market forces indicate a need for the accommodation.

5.6.9 WDC Town Hall Complex & Clapham Road Site

The Town Hall site has excellent access to services, facilities and public transport which makes it suitable for a range of uses in keeping with Core Strategy policies, including office and commercial uses, student accommodation and housing. In order to continue contributing towards the vitality of the High Street, office and commercial uses are seen as the most valuable in maintaining the number of employees in the High Street as well as housing to increase the population of the area.



The Clapham Road site also has excellent access to services, facilities and public transport which make it suitable for mixed use development, including housing, in keeping with Core Strategy policies.

Investments

The disposal sites within the Town Hall Complex and the Clapham Road site are presently on the market awaiting submission of proposals in line with the emergent LDF. Development assessments carried out to date on the sites indicate viability issues. Until such time as the sites are purchased and planning applications are received the viability of any particular scheme is unknown. Therefore application for HCA subsidy will be considered under Investment Priority 1 to this LIP.

5.7. INVESTMENT PRIORITY 7 - MARTLESHAM

A major housing development of 2000 new homes is proposed at Martlesham to provide the community hub well-related to the employment area at Martlesham, including BT at Adastral Park which is one of the UK's largest concentrations of research excellence in ICT. If this development secures planning approval and proceeds it will enhance the proposed 'Innovation Martlesham' project which will become a global centre of excellence for research and development accommodating 80 knowledge based businesses in flexible sized units and small business startup space within which businesses can grow thereby supporting 2000 direct jobs.

Alongside a range of education initiatives and outreach programmes, the University of Essex, University Campus Suffolk, Suffolk New College and University College London will all have a presence at Adastral Park in a new campus providing improved provision at further education level (16 to 18 years).

HCA Enabling Role

During 2010 the HCA played a major role in assessing the viability of the major development proposal by BT on land at and adjoining Adastral Park. The assessment involved a review of a financial appraisal and challenge to the assumptions and figures contained within. The Advisory Team for Large Applications (ATLAS) also offered specific independent support on the planning issues including reviewing application materials, securing design quality, assisting with potential conditions and advice on potential affordable housing review mechanisms.

In view of the challenged viability of the scheme the HCA has recommended that consideration be given to the use of a review mechanism for contributions on a phase by phase basis but with minimum levels of planning contributions and affordable housing delivery locked in to each phase. This would allow the potential deferral or offset of contributions in the early phases, (to ease negative cashflow) and help the overall viability of the scheme. Subject to financial viability assessment at each stage, it is intended that most, if not all, of the deferred contributions could be made back in the later, more viable phases.

Investments

5.7.1. As part of the forward planning of the strategic housing allocation at Adastral Park, Martlesham (which is also the subject of a current planning application), it is necessary to secure the full requirement of infrastructure and other necessary contributions to ensure that the new housing development evolves and develops in a coordinated way. This will enable new residents to have access to all that is reasonably required to form a self contained cohesive new community but also as part of the wider area. In the current economic climate the viability of development generally may be financially challenged and the opportunities for financial or other contributions to front load development to make necessary development happen may need to be required to deliver the needed housing (including affordable housing).

5.8. INVESTMENT PRIORITY 8 - FELIXSTOWE

The Suffolk Coastal Core Strategy identifies the need for investment in the infrastructure network if development and regeneration is to take place. Investment priorities will be identified in an Area Action Plan to be prepared by Suffolk Coastal District Council.

Investments



5.8.1. Improvements to the trunk road network, improved signage and a more extensive public transport service around the peninsula are required. These interventions are already being considered within the council's Area Action Plan and will be included in SCC's Local Transport Plan but are not achievable without some external funding. It is important to ensure that new housing sites are served by adequate public transport which will allow residents to access town centre, countryside, economic and leisure opportunities.

5.8.2. There are four new affordable housing schemes proposed for the town and listed in the first table under paragraph 5.1. All of these will require investment funding if they are to proceed. In particular, two options are being considered for one site at Conford House, Felixstowe either of which will provide housing for older people.

5.8.3. In addition there two large developments of the private housing which when delivered will also provide a number of affordable homes.

INVESTMENT PRIORITY 9 – MARKET TOWNS & THE RURAL AREAS

5.8.4. Bungay

The aspiration is that Bungay will perform a stronger role as a historic market town that can increasingly meet its own needs and those of the surrounding villages in Waveney and South Norfolk. Improved traffic management and highway improvements are required to enhance the town centre which is increasing its attractiveness as a centre for retail investment and Broads related tourism.



Additional employment land is required to reduced the need to travel to work. Moderate investment is required within the catchment area to address flooding issues and support some housing development within the environmental limits of the town. A new community facility is planned to provide a range of services and facilities in one location to serve local needs.

Investments

5.8.4.1. 5 hectares of employment land and enabling housing on St. Johns Road is proposed to be allocated in the Waveney Site Specific Allocations DPD to address the shortage of employment land in Bungay. Viability work undertaken to date (NPS Group Feb 2010) has suggested that 35 homes (on 1 hectare of the site) are needed to cross-subsidise the delivery of the 4 hectares of employment land on the site. It is viable for only 5 of the 35 homes proposed to be affordable. Therefore funding will be required to deliver the Council's target of 35% affordable housing and still deliver the 4 hectares of employment land on this site.

5.8.4.2. Moderate investment may be required within catchment area to address local flooding issues. [See Priority Investment 4](#)

5.8.5. Framlingham

Framlingham flourishes as a largely self-sufficient market town within East Suffolk, meeting the day-to-day needs of local residents and businesses within the town and its hinterland, and serving as a tourist destination. Within the town centre the retail and commercial offer remains weighted in the favour of local residents. Lack of adequate social and community facilities is



an issue. The scale and range of the employment offer needs to be varied.

Investments

5.8.5.1. Specific investment projects have yet to be identified but this will occur given the evolving nature of this Investment Plan and engagement with the local community. These are likely to address such issues as increasing the scale and range of the employment offer as well as improvements to community facilities, particularly community halls/meeting rooms and health provision.

5.8.5.2. There are two substantial housing developments with planning approval proposed for the town which should deliver 68 new affordable dwellings through planning gain agreements.

5.8.6. Halesworth

Halesworth is a prosperous historic market town which is becoming increasingly self-contained and able to meet the needs of the local community and some of the surrounding villages in Waveney, Suffolk Coastal and Mid Suffolk Districts. Some residential and employment development is planned and the range of shops and services is broadening. A new community building to help provide access to health care and provide a range of services and facilities including additional playing field and sports provision is also planned.



Investments

5.9.3.1 The emerging Waveney Site Specific Allocations DPD proposes to allocate playing fields on Dairy Hill for housing as enabling development in order to deliver better playing fields elsewhere in the town. Replacement provision has not yet been identified and it is uncertain the exact amount of funds that will be needed to deliver the better replacement facilities. Further funding could help ensure 35% affordable housing is delivered on the site while still allowing the best possible replacement facilities to be delivered once a site is identified.

5.8.7. Kessingland

Kessingland is the largest village in the Waveney District. Its services and facilities reflect the size and needs of the community and enhance its ability to provide for the needs of the surrounding villages. Tourism continues to provide local employment opportunities and to support the local economy. However, Kessingland is heavily reliant on nearby Lowestoft for employment and a greater range of shops, services and facilities.



Drainage and flooding cause problems for existing properties and are major constraints on future development. Access to health care and education need improvement and additional playing pitches and facilities for young people are required. Only small-scale housing development is proposed within the built-up area or to meet the need for affordable housing.

Investments

5.8.7.1. Drainage and sewage provision to be addressed prior to any development (including housing) taking place. [See Priority Investment 4](#)

5.8.8. Leiston

Leiston is a market town with 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.

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. The town does, nonetheless, contain pockets of relative deprivation.



Investments

5.8.8.1. An Area Action Plan is to be prepared in association with Saxmundham. This will identify specific investment projects to be included in this Investment Plan. In recognition of the enhanced role that the town plays within the wider locality, these are likely to involve improvement and investment in the physical environment and further investment in social and community facilities

A positive decision on Sizewell will also lead to investment in the town and such projects will also need to be included in the evolving Investment Plan.

5.8.9. Saxmundham

Saxmundham is a small, historic market town, constrained to the east by the 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.

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. While 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 has contracted.



Investments

5.8.9.1. An Area Action Plan is to be prepared in association with Leiston. This will identify specific investment projects to be included in this Investment Plan. In recognition of the role that the town plays within the wider locality, these are likely to involve improvement and investment in the physical environment, increasing the employment base and further investment in social and community facilities. An opportunity also exists to enhance the station and access to it, thereby enhancing its role as a transport hub.

5.8.9.2. There are five new housing developments with planning approval in Saxmundham which should deliver 108 new affordable homes through planning gain agreements.

5.8.10. Woodbridge

Woodbridge is 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.

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.

The town has relatively good access provision with direct links to the A12 and the railway, with stations at both Woodbridge and nearby Melton. The town is also generally well served by public transport providing access within the town and to a range of destinations outside. This is important for residents and for the tourist industry.



Investments

5.8.10.1. Specific investment projects have yet to be identified but this will occur given the evolving nature of this Investment Plan and engagement with the local community. These are likely to address such issues as pedestrian circulation, traffic management, car parking, the riverside, and the physical enhancement.

In addition, attention needs to be paid to the enhancement of the role of Woodbridge and Melton as transport hubs, including improvements to the facilities for buses, cars, cycles, service vehicles, pedestrians and taxis at the Turban Centre.

Woodbridge is also a town with an increasingly ageing population, being a favoured location for those retiring to the area. It also experiences some of the highest house prices within the district. Opportunities for new housing development within the town are extremely limited.

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.

5.8.11. Smaller Villages

It is the major centres and market towns to which the bulk of new development and growth will be directed. Outside these there is a diverse network of communities of varying size and character that sit within the wider countryside to which they relate historically, culturally and economically. Some contain a wide and varying range of facilities and services.

Investments

5.8.11.1. 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 even more careful consideration given environmental issues and the potential impact on their character.



5.8.11.2. There are a number of new housing opportunities in rural villages in Suffolk Coastal which are either ready to proceed when funding is available and which are listed in the Tables under paragraph 5.1 or are being worked up by way of a partnership between Parish Councils, the Suffolk ACRE rural housing enabler and partner RSLs. The latter include schemes in Hollesley and Snape.

5.8.11.3. Within Waveney the villages of Barnby and North Cove, Blundeston, Corton, Holton, Wangford and Wrentham will also have retained and broadened their services and facilities where opportunities had arisen, to meet the needs of their local populations and some surrounding villages. Only small-scale housing development will take place within the settlements or on the edge of the villages to meet the need for affordable housing, services and facilities and to support the rural economy.