

4. SCENARIO 1: DO MINIMUM

ASSUMPTIONS

4.01 The 'do minimum' approach assumes that:

- There are no major new employment initiatives and no new allocations of employment land.
- Currently allocated land is developed mostly for Port related activities.
- There is some capacity for additional convenience shopping through a new store or expansion of existing stores
- The falling number of children of school age accelerates.
- There will be no new resources available to invest in the improvement and support of tourist facilities.
- Community antipathy to growth in the peninsula is reinforced and vociferous and overrides concerns about the implications of population change – there is no political will for growth and development.
- The draft East of England Plan (December 2004) suggests that the part of Suffolk Coastal District that falls within the Haven Gateway should provide a net increase in dwellings of 7,050 over the period 2001-2021. SCDC may deduct identified brownfield and windfall sites from this figure. The figures and locations identified within this scenario should be included within this calculation.

COMPONENTS

4.02 The 'do minimum' scenario comprises:

- a simple projection of existing trends in respect of development of jobs and housing, resulting in housing development which is accounted for by allocated development sites and urban capacity sites, including the South Seafront. The development of these sites could yield 311 new residential units, dependant upon the intensity of development,

particularly at South Seafront (158 new homes have planning permission in the proposed Bloor Homes / SCDC scheme). The Baker Urban Capacity study (2004) identified a minimum development capacity of 171 residential units on the urban capacity sites.

- The development of 15.6 ha (net) of employment land at Blofield and the Haven Exchange as allocated.
- Minimal improvements to road and rail infrastructure. Improvements to rail connections only occur in relation to Port.
- Some additional convenience floor space
- No additional funds for infrastructure and amenity investment;
- Tourism initiatives go for quality and for speciality short breaks – regional level conferences, nature breaks (wildlife, etc), art, golf, etc.
- A strategy for the improvement of Felixstowe’s public realm has been identified. This is explored in greater detail in Appendix C. This is a vital facet in raising Felixstowe’s image and reinvigorating the tourism sector. This scenario is likely to help fund limited but important improvements.

IMPLICATIONS

4.03 The implications of this scenario are:

- Continued popularity as a retirement destination in the short to medium term continues to exert an upward pressure on house prices as demand outstrips supply. This exacerbates the shortage of affordable housing, particularly for key workers. In the medium to long term, this may compromise the provision of care services for an aging population to the point where the number of new retired households begins to tail off.
- The development of employment land by users who are not related to the Port is likely to be very limited and slow, which will not help to diversify the economic base.

- Secondary education is consolidated into one new school. One or more primary schools may close. However, secondary education may well benefit from the “Schools for the Future” initiative which could deliver a well equipped and modern new school for the community.
- Tourism continues to decline in importance in the town.
- The focus of new development and growth in the sub-region will be in Ipswich – which will continue to go from strength to strength – at the expense of other smaller towns in the sub-region that will find it difficult to compete in terms of shopping, employment, facilities and services and the price and quality of the housing stock.
- Increasing polarisation of the town into Port employees, low wage households and retired households.
- Only limited potential to reinforce the town centre’s role and reduce leakage of expenditure
- Existing levels of deprivation remain and could become worse, manifested in: health deprivation across the board as facilities and staff quality and numbers decline; limited local opportunities for employment that remain low-waged; a community with an increasing level of dependency – financial and for services – on other communities away from Felixstowe.
- Regardless of scenario, the Highways Agency is looking to implement measures at Dock Spur Roundabout to improve safety.

BENEFITS

4.04 The potential benefits of the “Do Minimum” scenario are:

- The avoidance of encroachment onto greenfield development land
- Marginal negative effects on capacity of the transport links to or within the town
- Minor improvements to town centre retailing

- New school investment to consolidate the surplus capacity into one or more new schools
- A placated community that is intrinsically antipathetic to development and growth, but only by avoiding important issues and their future consequences.

LOCATION OF DEVELOPMENT

4.05 This scenario assumes that there are no new major housing or employment allocations within the Peninsula. Development is restricted to the development of:

- **Urban Capacity Sites.** Baker Associates assessment of urban capacity sites in 2004 identified capacity for 171 dwellings in urban capacity sites. The locations included;
 - Land north of Recreation Lane
 - Land at Old Hall Farm, High Road East
 - The Convent, Orwell Road
 - Land at Beach Station Road and Langer Road

4.06 The Baker report also identified the Bus Station plot at The Ordnance Roundabout as an urban capacity site. This plot is not included in the Minimum Growth Scenario because it is considered as part of the wider comprehensive redevelopment of the 'Ordnance' site in the Moderate Growth Scenario.

4.07 The development of **South Seafront**;

- The revised planning application for the Bloor Homes and Suffolk Coastal District Council scheme was given planning permission in December 2005.
- This scheme includes the provision of 158 dwellings (16 affordable homes) and 262 new public car parking spaces.
- The importance of the South Seafront site is reflected in all the scenarios – it is a key site, located in the heart of South Felixstowe, the area which the regeneration strategy of Scenario 2 focuses upon

in particular. More detail on the redevelopment of the South Seafront site is provided in scenario 2.

- Existing unimplemented planning permissions
- Windfalls

4.08 The development from these sources is not enough to alter the existing negative trends and issues affecting the town and Peninsula.

4.09 For employment uses, this scenario assumes the existing undeveloped employment allocations of the Haven Exchange and Blofield Hall remain.

4.10 A summary of the location for development proposed in the Do Minimum scenario is listed in the table below;

SCENARIO 1			
Site Name	Site Type	Gross site area (hectares)	Quantity of net residential units at density levels of 30-50 dph
South Seafront	Brownfield	7.08	158
Land at Beach Station Road	Brownfield	1.47	50
The Convent, Orwell Road	Brownfield	1.19	60
Land north of Recreation Lane	Brownfield	0.42	19
Land at Old Hall Farm, High Road East	Brownfield	0.75	24
Scenario 1 TOTAL		10.91	311

4.11 The location of development for the minimum growth scenario is illustrated on plan EED001 / 07.