

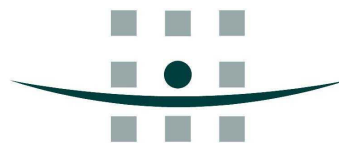


Haven Gateway Regeneration Study

Haven Gateway Partnership

November 2005
Final Draft Report
9R3741

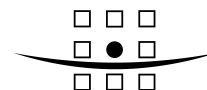
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1 INTRODUCTION

The Haven Gateway Partnership was established in 2001 and is an unincorporated association of public and private sector organisations which have come together to provide a framework within which partner organisations can work together to promote economic opportunities and secure the future prosperity of the sub-region. The Partnership is formally recognised as a sub-regional economic partnership by the East of England Development Agency (EEDA) and receives funding from that body to help deliver its key objectives. Within the Haven Gateway Partnership (HGP) 2005 Business Plan, regeneration investment is identified as one of 6 key priorities, with the aim:

To capitalise on the key location of the Gateway, realising its potential for significant sustainable growth and addressing specific needs for economic regeneration through programmes such as Investing in Communities.

In 2004 the Partnership established a Planning and Regeneration Working Group that has focussed its activities of developing framework and policy for the Haven Gateway sub-region, and which has commissioned this study.

It has become clear to the Partnership that to release and harness the full economic potential of the sub region requires considerable investment beyond the capabilities of the Partnership, any individual partner or EEDA. As such, the HGP is reviewing the possibilities of becoming formally designated as a 'Growth Point' under the Sustainable Communities Programme.

Key activities identified within the HGP business plan for 2005/06 are: to complete Master Plans in order to develop a 'non statutory' planning framework for the sub region; to complete a Growth Area Review; submit a bid to ODPM if supported by the core partners and review the Partnership structure and legal identity.

1.1 Background to the Study

"Investing in the Growth of the Haven Gateway", March 2004, Peter M Townroe (known as the Townroe Report) recommends a series of actions to be taken by the HGP to further the economic development of the Haven Gateway sub-region. Prepared within the context of the new Regional Spatial Strategy (RSS) and the revised Regional Economic Strategy (RES), the Townroe Report identifies a series of barriers to and opportunities for development and economic growth in the sub-region that need to be addressed in order to achieve the growth objectives set out in the RES.

The barriers and opportunities are listed under the six headings of partnership working; education and skills; investment; innovation; enterprise and infrastructure support and provide a basis against which to assess regeneration proposals for the purposes of the Haven Gateway Regeneration Study. These are discussed further in Section 1.3.

This report, and associated studies, will provide the HGP with information on economic, housing and regeneration opportunities that may form part of the baseline for the sub-region, along with a framework for determination of future regeneration projects and provide output for discussions with ODPM with regard to possible designation as a

'Growth Point'. It seeks to focus on the need for strategic investments in regeneration within the Haven Gateway sub-region and to provide a basis for the positioning of projects on which to make the case for funding and support from available sources.

1.2 Objectives of the Study

The primary aim of this study is to provide the HGP with a clear assessment of the strategic fit of the various regeneration proposals being put forward within the sub-region, the potential impact of these proposals on the emerging East of England Plan and their impact on the aspirations of the Regional Economic Strategy. This will be achieved by identifying all the major regeneration proposals, in the short, medium and long term, within the HGP area for which sufficient details are available. In order to achieve this, the study aims to gather agreement around the priorities to be applied to the identified regeneration projects and to underline which projects are anticipated to have most beneficial impact over the long term.

The study area, shown in Figure 1, covers the entire Haven Gateway sub-region, an area of some 1200Km² with a population of over 500,000. The sub-region encompasses the entirety of Tendring District and the Boroughs of Colchester (Figure 2) and Ipswich (Figure 3). It also includes the eastern half of Babergh District, the southern half of Suffolk Coastal District and the two southernmost wards of Mid Suffolk District. The traditionally dominant industries in this area were associated with the ports, including those at Harwich and Felixstowe and these industries remain an important component of the economy of the Haven Partnership area. The sub-region is considered to be one of the fastest growing areas of the Eastern region and a major 'gateway' to the region and the UK.

Using a staged approach to assessment, the diverse range of proposals identified within this report are refined and prioritised in order to develop an Implementation and Delivery Plan which fits in with the HGP strategic objectives of addressing economic regeneration through sustainable growth whilst protecting and enhancing the sub-region's high quality natural assets. This may then inform the decision as to which regeneration projects feature in the impending application to the ODPM for 'Growth Point' status. Section 2 outlines the process which has been followed in order to achieve this.

2 REGENERATION STUDY PROCESS

2.1 Project Definition of Regeneration

For the purposes of this Haven Gateway Regeneration Study, a working definition of 'regeneration' was developed as follows:

Investments and initiatives aimed at improving the long-term environmental, economic and social character of the Haven Gateway sub-region thus providing a high quality place to live, work and visit.

Such investments and initiatives should enhance physical and environmental conditions through high quality developments and public spaces; stimulate economic activity by providing new employment and education opportunities and support a positive investment; address social issues by strengthening communities, and; leverage funding and support from other sources.

To this end, for a regeneration initiative or proposal to be included for further consideration through the course of the Regeneration Study it should contribute to the following objectives:

- be of strategic importance to the sub-region's long-term economic growth
- be consistent with the Sustainable Communities Plan, providing for the sustainable delivery of one or more of the following:
 - housing
 - employment
 - public open space
 - social inclusion
 - environmental enhancements
 - infrastructure (including transport, port, ICT)
 - education facilities
- offer opportunities for synergies with other initiatives or proposals that will maximise the positive impact on the sub-region

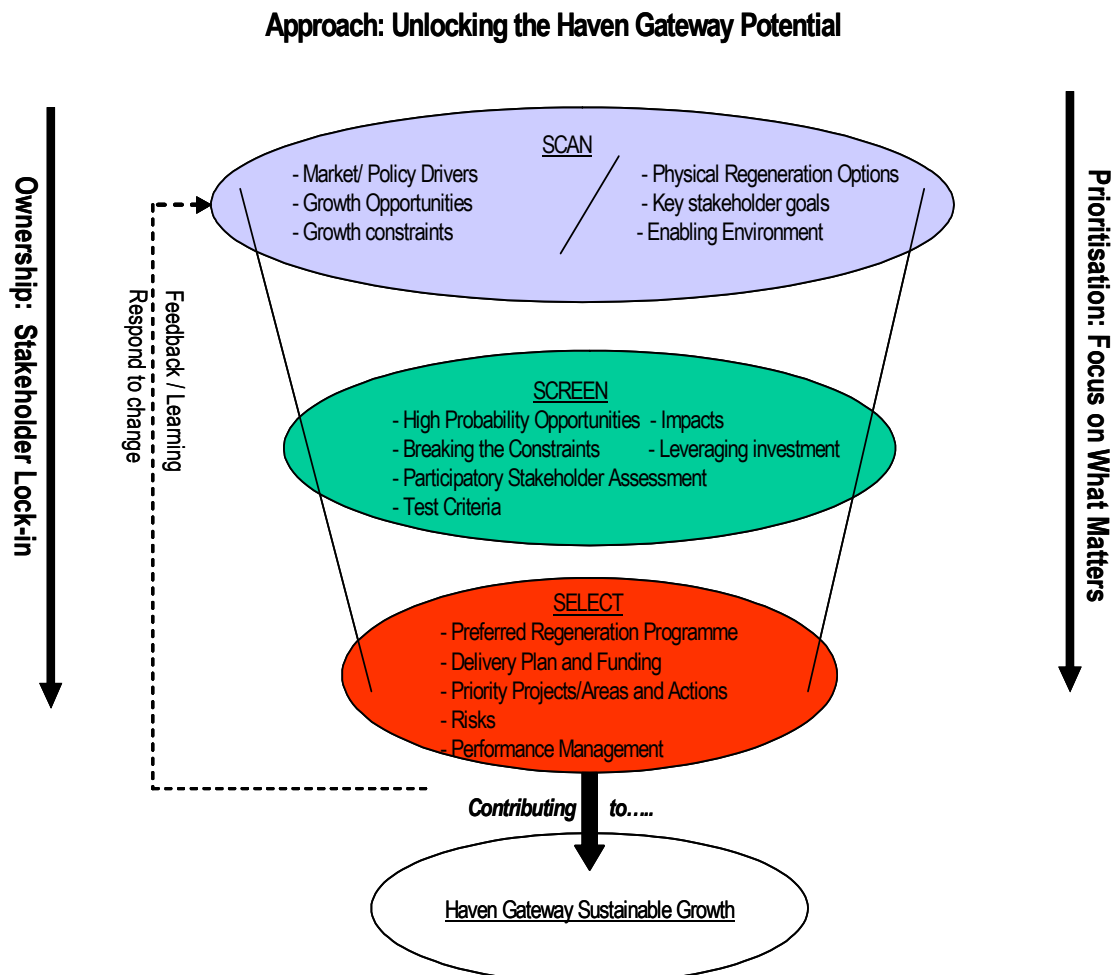
However, as infrastructure projects are addressed within a separate study in their own right, this Regeneration Study does not focus on separate infrastructure projects but does mention, and have due regard to, their importance when specifically linked to regeneration schemes. The emphasis of the Study is on physical regeneration and capital projects rather than stand-alone green enhancement projects.

2.2 Evaluation Process

A process has been developed to guide the three stages of project appraisal and the development of the regeneration implementation and delivery plan:

- **Stage 1 - Scan:** The identification of regeneration proposals and projects;
- **Stage 2 - Screen:** The evaluation of the projects and proposals against criteria developed to assess their viability and contribution to strategic policy and targets in a sustainable manner. The evaluation stage has been shaped by the policies, targets and indicators outlined in section 1.6. The evaluation is discussed further in Section 4; and
- **Stage 3 - Select:** The selection of projects and proposals to be included in the Regeneration Programme and Delivery Plan.

The process design is outlined in schematic below:



In Section 3 , the range of regeneration proposals currently under review within the HGP area is identified, In Section 3.1 these projects together with all relevant available details on the projects which will aid the evaluation and selection process. Section 3.2 provides a summary of the findings and Section 3.3 identifies the associated transport

infrastructure improvements necessary for these projects to progress. In Section 3.4, those projects are discussed where there is insufficient information for an evolution to be possible.

The screening process takes the form of an appraisal against a number of evaluation criteria, including an analysis of the various potential streams of funding for the regeneration schemes, set out in Section 4. The assessment is summarised in Table 4.4 where the performance of projects under these criteria may be seen at a glance.

In Section 5 the selection of preferred regeneration programme is outlined, on the basis of the evaluation criteria such as funding, priority and risk. A summary of findings is presented in Section 6.

2.3 Consultation Process

Key to the identification of potential regeneration areas within the Haven Gateway was consultation with the key stakeholders (presented in Appendix A). Interviews were undertaken with these stakeholders to obtain insight into existing and future regeneration projects and proposals.

A number of key themes arose from the discussions held with key stakeholders about regeneration in the Haven Gateway area:

- **Meeting employment and housing targets is a challenge** – Although targets have been set throughout the study area for achieving a balance between housing and employment development, meeting these targets is proving to be a challenge in some communities despite the majority of regeneration projects being mixed use in nature. It is well-known that the pressure for residential development is great; however, the long-term success and sustainability of the Haven Gateway sub-region is dependent upon ensuring a proper balance between economic and residential activities.
- **Infrastructure investment is key** – Many Haven Gateway communities presently experience significant levels of congestion that are likely to prove unsustainable over the long term. The impact of new growth in both housing and employment through regeneration activities and the increased levels of traffic that can be expected to result require careful consideration. Efforts to reduce travel by private car, combined with investment in new infrastructure, are required to address this challenge. In addition, infrastructure investment is needed to unlock the potential of many sites available for redevelopment in the study area. Investment is most often required to provide direct access to a particular site or to relieve congestion along a key roadway in proximity to a site.
- **Shortage of grown-on space for business** – The Haven Gateway sub-region has done well in providing the necessary types of space and support for new companies; however, as they grow they have different requirements for accommodation. There is currently a lack of space for this next stage of growth in the area. As a sub-region with an economy largely based on SMEs, providing the types and sizes of spaces they need is vital to continued economic growth.

- **The need to build on existing resources and strengths** – Many of the regeneration efforts underway in the Haven Gateway are building on the physical and economic strengths of the communities located here; such as the historic architecture and remarkable open spaces of Colchester, the waterfront setting of Ipswich, the area's universities and the international ports of Felixstowe and Harwich. The regeneration proposals carried forward and included in the final Regeneration Strategy must continue to reinforce the sub-region as an ideal place to live, invest, work and visit by capitalising on these building blocks.

2.4 Policy Context

2.4.1 Status of the Haven Regeneration Partnership Area

The views held by the key stakeholders were echoed by the Townroe Report, which produced the following recommendations:

Recommendations from Townroe Report

Partnership Working

That the HGP:

- *Continue to work collaboratively in the areas of awareness raising, cooperative policy making and bringing forward of projects;*
- *Endeavour to secure funding to follow the lead given by the Maritime and Logistics Centre to offer support in the IT, visitor, tourism and constructions sectors within the sub-region;*
- *Allocate a budget head annually to support relevant studies of the sub-regional economy;*
- *Develop programmes and secure funding to promote social and economic inclusion;*
- *Offer support in the member districts for economic development projects that support the sub-regional economy and attempt to secure core funding so that an HGP financial contribution can be recorded for each project.*

Education and Skills

That the HGP :

- *Contribute to the two LSC Strategic Area Reviews, ensuring a Haven Gateway perspective in both the analyses and the proposals;*
- *Work with the two LSCs to secure core funding for an extension of the Maritime and Logistics Centre model of training initiatives into other key sectors;*
- *Develop a model of the Maritime and Logistics Skills Centre to provide the employer inputs to the forums related to the two LSC priority sectors in the sub-region;*
- *Continue its support for the development of further and higher education in the sub-region, continuing to press for employer involvement in key curricula decisions and maintaining avenues for both local research activity and the local employment of graduates.*

Investment

That the HGP:

- Support local agencies in training in awareness of sources of investment and in investment appraisal, both in formal sessions and by facilitating the giving of advice by local intermediaries.
- Continue, working with local agencies and InvestEast, to play a role in raising awareness of the sub-region as a location for inward investment and continue to foster international trade links where relevant

Innovation

That the HGP:

- Use the experience of the EIN and AMT in Essex and the IP-City initiative in Suffolk to explore ways of further supporting innovation activity in local companies.

Enterprise

- no recommendations

Infrastructure Support

That the HGP :

- Work with local partners and the Rail Freight Group to maintain pressure on the Department of Transport to recognise the national importance and cost effectiveness of the F2N freight line upgrade;
- Work with the two county council highway authorities and the Highways Agency to press for further investments in the connecting trunk road network, in anticipation of the growth in port related traffic especially;
- Should seek support from the Regional Aggregation Project and EEDA to

The Townroe Report, published in 2004, was commissioned by the HGP with the intention of outlining 'steps which may be taken by the Partnership to build on its current activities to contribute further to the economic development of the Haven Gateway Sub-region'. The recommendations were drawn up with the aims of the RSS and RES in mind and hence are compatible with goals set at the regional level.

Impact on the study

This study supports the objective of working in partnership to bring forward regeneration projects. More specifically, the study has focused on the evaluation of regeneration proposals or projects using criteria which endorse the recommendation to secure funding, where possible, to support the visitor and tourism sectors, and to promote social and economic inclusion. The study also seeks to identify the improvements to transport infrastructure necessary for each project or proposal to be brought forward.

2.4.2 Regional Level Objectives

The East of England Regional Spatial Strategy objectives include:

East of England Regional Spatial Strategy objectives (summarised):

- Increase prosperity and employment growth to meet identified employment needs of the region and achieve a more sustainable balance between workers and jobs;
- Improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged;
- Increase the regeneration and renewal of disadvantaged areas;
- Deliver more integrated patterns of land use, movement, activity and development, including employment and housing;
- Sustain and enhance the vitality and viability of town centres;
- Make more use of previously developed land and existing buildings, and use land more efficiently in meeting future development needs;
- Meet the region's identified housing needs, and in particular provide sufficient affordable housing;
- Protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development;
- Protect and enhance the natural environment including its biodiversity and landscape character;
- Minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choices of modes;
- Ensure that infrastructure programmes, whether for transport, utilities or social infrastructure will meet current deficiencies and development requirements; and that the responsible agencies will commit the resources needed to implement these programmes and co-ordinate delivery with development; and
- Minimise the risk of flooding.

Impact on the study

The study seeks to address the need for employment growth by examining the contribution made by each project or proposal to the relevant employment targets for the sub-region or district. The criteria for evaluation have been developed to include an appreciation of the benefits brought by each scheme in terms of access to services and leisure facilities. The analysis of deprivation indices in section 4.3 also seeks to address the issue of regeneration in disadvantaged areas of the Sub-region. The use of previously developed land is specifically addressed in the Brownfield Land Criterion and similarly, criteria are included to measure contribution towards housing and affordable housing needs. Further criteria address the issues of the natural and built environment and provision of sustainable transport infrastructure.

The Regional Economic Strategy contains the strategic goals to achieve:

Regional Economic Strategy strategic goals (summary):

- A skills base that can support a world-class economy;
- Growing competitiveness, productivity and entrepreneurship;
- Global leadership in developing and realising innovation in science, technology and research;
- High quality places to live, work and visit;
- Social inclusion and broad participation in the regional economy;
- Making the most from the development of international gateways and national and regional transport corridors;
- A leading information society; and
- An exemplar for the efficient use of resources.

Impact on the study

The RES strategic goals reiterate many of the issues addressed in the RSS objectives and attention has been paid in this study to the development of a balanced set of evaluation criteria which encompass these aims.

2.5 Current Targets and Indicators

Housing and employment opportunities are two of the key concerns for future development within the sub-region and hence are critical to the development of criteria for evaluation of potential regeneration projects. Targets for housing, particularly provision of affordable housing, and employment are set at regional, sub-regional and district level. These are detailed below with respect to the Haven Gateway Sub-region.

2.5.1 Regional Level

Residential Development Policies

The Regional Spatial Strategy indicates that the provision of housing outlined in Table 2.1 should be made in each District or Borough between 2001 and 2021. Policy SS13, which is reproduced below, sets the context for these targets.

Table 2.1	RSS Housing Provision Figures	
Council	Annual Average Provision	Total Provision
Babergh	260	5,200
Colchester	855	17,100
Ipswich	770	15,400
Tendring	425	8,500
Mid Suffolk	385	7,700
Suffolk Coastal	505	10,100

Policy SS13: overall housing provision

In the East of England as a whole, provision will be made for an annual average rate of completion of 23,900 net additional dwellings over the period 2001-2021, a total of 478,000⁵ dwellings.

Within the regional provision for 23,900 units, social rented housing should be provided at a regional annual average rate of at least 7,200 net additional dwellings, or 30% of overall provision. In addition to this, at least 760 net additional units per year should be provided for key worker housing. The region will also aspire to provide higher provision in the period up to 2015 to reduce the level of unmet housing need and address intermediate housing needs.

Affordable housing must constitute at least 30% of housing supply in all local authority areas, though the overall aspiration is to secure at least 40% where housing stress warrants higher provision. Provision in excess of 30% will be defined and justified in local development documents and housing strategies, informed by local housing assessments.

The scale of development of new affordable housing will be monitored and rates adjusted in reviews of this RSS on the basis of local assessments and periodic regional studies. Development plan documents and local housing strategies will also seek to ensure that an adequate pool of social housing remains available to meet local needs.

Policy H1 provides the district-level distribution of dwelling provision for the region. An early focused review of the RSS will be undertaken within a 'plan, monitor and manage' approach, to consider long term pressures and evaluate options for a large new settlement (see policy SS2), taking into account:

- *the outcomes of the Government's Spending Review 2006 and subsequent reviews*
- *the provision of strategic infrastructure by Government, particularly via investment in affordable housing provision, the strategic road network, or up-grading of the East Coast or West Anglia Main Lines*
- *expansion of Stansted Airport beyond maximum use of the capacity of the existing runway*
- *the delivery of jobs growth, especially if in excess of policy E2 provisions, and particularly in the Peterborough area if triggered by the Lyons Review*
- *evidence of increased housing need identified by monitoring of regional and national demographic, housing, or social conditions.*

⁵ This includes an assumption of 43,800 net additional dwellings in the Bedfordshire Growth Areas. These are being determined as part of a separate inquiry process into the Milton Keynes South Midlands sub-regional strategy.

2.5.2 Sub-regional Level

The sub-regional targets for provision of housing and employment by 2021, set out in the RES, are:

- 50,840 housing units; and
- 49,700 jobs.

2.5.3 District Level

Residential Development Policies

A review of the policies contained within the Local Plans for each district or borough council in the Haven Gateway Partnership area would suggest that there are significant differences between districts in the percentages of affordable housing required for incorporation within new residential development. However, it must be recognised that these differences are in part due to the definitions of what constitutes 'affordable housing' adopted by the councils. It should be further noted that the regional target of 40% is a goal minded by all councils. The existing district target levels are summarised in Table 2.2, however, many of the councils are currently updating their Local Plans as part of the Local Development Framework requirements.

TABLE 2.2		DISTRICT LEVEL RESIDENTIAL DEVELOPMENT POLICIES	
COUNCIL	PLAN	DEVELOPMENT TYPE	POLICY
Babergh DC: Unmet demand for subsidised affordable housing 2000-2005 of 2108 units	Second Deposit Draft Local Plan	>0.5Ha/15 or more homes >0.1ha/3 or more homes	20-35% affordable housing 1 in 3 homes affordable housing or equivalent subsidy
Colchester BC: Estimated shortfall of 2,600 units from Structure Plan requirement	Adopted Review Local Plan	25 or more houses or more than 1ha	25% affordable housing
Ipswich BC: Estimated surplus to Structure Plan requirement of 21 housing units	First Deposit Draft Local Plan	>0.5Ha/15 or more homes; Brownfield redevelopment 0.5ha/15 or more homes; Greenfield development	25% affordable housing 30% affordable housing
Tendring DC: 1996-2011 provision for net housing stock increase of 6,470 units. Recycling target of 80% of the Plan's provision 2004-2011 on previously developed land. Estimated surplus of 220 units from Structure Plan requirement	Re-deposit Draft	In settlements >3,000 population/ 15 or more houses/ 0.5ha or more; and In settlements <3,000 population/ 3 or more dwellings/0.1Ha or more	40% affordable housing
Mid Suffolk DC	Local Plan Alteration Re-Deposit June 2005		Up to 35% of units.
Suffolk Coastal DC1996-2006 – estimated surplus of 2302 units from Structure Plan Requirements	Adopted Local Plan	In settlements >3,000 population/25 dwellings or more ; and In settlements <3,000 population and 15 dwellings or more	30% affordable housing

The table shows that currently Tendring District has the highest percentage requirement for affordable housing, indicating that a higher priority may need to be applied to those schemes offering a high percentage of affordable housing provision within this District, when compared to the other Local Authority areas within the Sub-region.

Unemployment Indices

The percentage unemployment levels for each district within the Haven Gateway sub-region are depicted in Figure 4. These are set in the regional contexts by Figures 5 and 6, which show levels of unemployment across the region.

From Figure 4 it can be seen that, as might be expected, unemployment within the sub-region is highest in the urban areas of Ipswich and also in the centre of Clacton. However, unemployment appears to be generally low in Colchester and, in fact, does not reach above 151% in any areas of Colchester, Felixstowe or Harwich.

It may be inferred from this that a higher priority should be given to schemes involving greater job provision within the Ipswich, Clacton and Felixstowe urban centres.

Indices of Multiple Deprivation

The Indices of Multiple Deprivation (IMD), which are calculated for each district are shown in Table 2.3. These are a weighted area aggregation of indices for a number of types of deprivation:

- Income deprivation;
- Employment deprivation;
- Health deprivation and disability;
- Education, skills and training deprivation;
- Crime; and
- Living environment deprivation

On the county scale, Suffolk is ranked 114 and Essex 121 out of the 149 counties and unitary authorities in England on the average score of multiple deprivation. Both counties within the Haven Gateway Sub-region therefore fall within the least deprived quartile of all counties in England¹.

TABLE 2.3	INDEX OF MULTIPLE DEPRIVATION
DISTRICT OR BOROUGH	AVERAGE IMD SCORES
	(ON A SCALE OF 1 TO 354 WHERE 1 IS THE MOST DEPRIVED)
Ipswich	98
Tendring	103
Colchester	217
Suffolk Coastal	268
Babergh	273
Mid Suffolk	297

¹ Index of Multiple Deprivation 2004:Background Notes and Suffolk Results, November 2004, Research and Monitoring Group, Environment and Transport, Suffolk County Council

Table 2.3 indicates that the highest levels of deprivation within the Haven Gateway Sub-region are to be found in Ipswich, with the lowest average IMD, and Tendring with an index only 5 points higher.

At the local level, the IMD is delineated in Super Output Areas (SOAs) which have a standard population range. Although Suffolk shows generally low levels of deprivation, 10 SOAs (2%) are among the most deprived 10% in England and 5 of these are located within Ipswich Borough. Areas of high and low deprivation have been found in close proximity in Ipswich, with the highest deprivation generally found in the north west, west and south. Elsewhere within the Sub-region, Felixstowe has SOAs within the most deprived 20%-40% in the country. Error! Bookmark not defined.

Essex falls just within the least deprived 20% of counties in England in terms of overall deprivation. Tendring is the most deprived district in Essex, in terms of average deprivation in the district and falls within the most deprived 28% of districts nationally. 40 SOAs in Essex are within the most deprived 10% in England, of which 11 are in Clacton, 5 in Colchester and 1 in Harwich. Some areas of Clacton and Jaywick are amongst the most deprived in England, whereas areas on the outskirts of Colchester have been identified as having some of the lowest deprivation scores in the County².

The East of England has 220 SOAs in the 20% most deprived SOAs in England. Of the districts within the Haven Gateway sub-region, only Ipswich and Tendring have SOAs within the 20% most deprived in England. 19 fall within Ipswich Borough and 12 within Tendring District, further indicating deprivation is highest in these Local Authority areas.³ The relative levels of Multiple Deprivation in Essex and Suffolk are shown, by Super Output Area, in Appendix 2.

² Indices of Deprivation 2004 (revised) Essex Results, October 2004, H. McColm, Strategic Policy Unit, Essex County Council.

³ Office of the Deputy Prime Minister, Indices of Deprivation, 2004

3 STAGE 1 - SCAN: IDENTIFICATION OF REGENERATION PROJECTS

3.1 Introduction

From the various information sources, namely documents, websites and stakeholder interviews, an initial portfolio of regeneration projects was compiled. The table below (Table 3.1) lists the projects and sets out the key details of each. Those regeneration schemes that were identified during the information gathering stage but which have insufficient information to enable evaluation are presented in Section 3.3.

The location of regeneration schemes have been identified on the accompanying map (Figure 1), with corresponding map identification reference numbers shown in the table below.

A total of 16 criteria have been developed for use in the initial stage of the evaluation to assess the contribution of each project towards the objectives outlined in Section 2.1. The evaluation is divided into two portions, each containing 8 criteria, focusing on differing aspects relative to Delivery and Sustainability issues (see Section 4). These together cover a broad range of issues, such as development type, infrastructure requirements, employment provision and environmental impact, upon which information has been gathered for each proposed regeneration scheme.

Within Table 3.1, the Development Aspects column outlines the main delivery elements of the project, for example the expected mix of land-uses, the current nature of the site and risks to its successful delivery. These aspects have been taken forward to the delivery evaluation. The Sustainability Considerations of each scheme are then outlined, which include features such as environmental enhancement, re-use of brownfield land and improving social deprivation, to then enable the sustainability evaluation to be undertaken in Section 4. Any specific action identified which is required in order for the scheme to go forward, for example site access or transport infrastructure improvements, are then listed.

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Babergh DC			
Brantham Industrial Park (Map ID No. 1) Brownfield (ICI Image Date & Wardle Storey) site proposed mixed use	<p>Housing</p> <ul style="list-style-type: none"> Options under consideration for mixed residential, employment and open space uses. It is intended that the site will be developed predominantly for employment use, with only a small part residential. <p>Employment</p> <ul style="list-style-type: none"> Options under consideration for mixed residential, employment and open space uses. . It is intended that the site will be developed predominantly for employment use, with only a small part residential. <p>Affordable housing</p> <ul style="list-style-type: none"> No proposed percentage available. It is Babergh District Council's policy to require 20-35% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> Near major transport links <p>Visitor</p> <ul style="list-style-type: none"> Rationalisation of the site offers opportunities to increase public access to the Stour Estuary SSSI. <p>Learning/education</p> <ul style="list-style-type: none"> Potential to develop a new learning facility; ODPM funding required for appraisals and studies <p>Leverage of Funding</p> <ul style="list-style-type: none"> Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> Contaminated site Above ground services to be dealt with 	<p>Brownfield Land</p> <ul style="list-style-type: none"> Redevelopment of brownfield site (ICI Image Date & Wardle Storey site) <p>Sustainable Transport</p> <ul style="list-style-type: none"> Near major transport links – good access to Manningtree Railway Station Requirement for a green travel plan and contributions to provision of local bus services <p>Environmental Enhancement</p> <ul style="list-style-type: none"> Rationalisation of the site offers opportunities to increase public access to the Stour Estuary SSSI. Opportunity to create open space that adds to the value of the Stour and Orwell RAMSAR/SSSI and the Suffolk Coasts and Heaths AONB <p>Social</p> <ul style="list-style-type: none"> Opportunity to create open spaces <p>Additionality and synergy</p> <ul style="list-style-type: none"> No identified opportunities for additionality/synergy with other projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> Not located in an area of high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> Not located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> In floodplain and not defended to the required standard 	<ul style="list-style-type: none"> Need to improve access. The Highways Authority has suggested that an alternative access point is needed to separate the potential residential and commercial traffic Possible need to improve service infrastructure A better traffic network may be needed to allow for a safer transition between employment and residential uses.

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
	<ul style="list-style-type: none"> • Concern with retaining existing companies • Rail noise • Rail embankment an narrow access tunnel constrains development to the south of the Wardle Storeys site • Comprehensive regeneration of the site would depend on a collaborative approach between the current landowners of the employment sites with the industrial site • Need to demonstrate no landscape impact on the adjacent AONB • Need to plan for the future of the industrial area due to the financial and competitive status of the two current occupying companies. 		

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>British Sugar Site (Map ID No. 2)</p> <p>Site allocated for employment-related uses</p>	<p>Housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Employment</p> <ul style="list-style-type: none"> • Allocated for employment-related uses in the Local Plan • Job opportunities within an area set aside for commercial use <p>Affordable housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Transport Links</p> <ul style="list-style-type: none"> • Near existing major transport links <p>Visitor</p> <ul style="list-style-type: none"> • Improvement to river and countryside access. <p>Learning/education</p> <ul style="list-style-type: none"> • Part of the site has nature conservation value <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> • Awaiting outcome of planning inquiry • May need funding from regional agencies (i.e. for contamination). Likely to be a lot of contamination • Requires Section 106 monies for access improvements – risk of traffic congestion issues • Landowner has aspirations for residential uses with little employment 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • 90 acres of developed land <p>Sustainable Transport</p> <ul style="list-style-type: none"> • New footpath and cycleway <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • The Local Plan stipulates that provision must be made for outdoor recreation on appropriate parts of the site and improvement of the riverside path. Plans for provision of a linked series of sports pitches, play areas, cycleways and footpaths for the benefit of residents and non residents • Opening up of the river corridor to public access with a new footpath and cycleway • Establishment of a nature reserve encircled by the River Gipping as well as the River Path itself <p>Social</p> <ul style="list-style-type: none"> • Plans for provision of a linked series of sports pitches, play areas, cycleways and footpaths for the benefit of residents and non residents <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Possibility for additionality/synergy with IP-One projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located close to an area of high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in an area of moderate deprivation <p>Flood Risk</p> <ul style="list-style-type: none"> • In floodplain and not defended to the required standard, though some changes have been made recently 	<ul style="list-style-type: none"> • Regional agencies' assistance needed to address contamination in order for employment development to go forward
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TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
IP8 Site (Map ID No. 3) Greenfield site allocated for employment use	Housing <ul style="list-style-type: none"> • Not allocated for residential development • Owned by Ipswich BC, who favour residential development Employment. <ul style="list-style-type: none"> • Allocated for prestigious business development but also suited to high tech development Affordable housing <ul style="list-style-type: none"> • Not allocated for residential development • Owned by Ipswich BC, who favour residential development Transport Links <ul style="list-style-type: none"> • Close to existing major transport links (A12) – would benefit from A12 improvements Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector led Risks to delivery <ul style="list-style-type: none"> • Vacant site - on the market for 10 years already • Site owner wishes to sell for residential development • Ipswich BC are looking to change the allocation through a Local Plan inquiry 	Brownfield Land <ul style="list-style-type: none"> • 8.9Ha of greenfield land Sustainable Transport <ul style="list-style-type: none"> • No provision proposed • On the fringe of the Ipswich urban area Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Likely to be important to progress of the 'IP-City' concept Unemployment Areas <ul style="list-style-type: none"> • Located close to an area of high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in an area of moderate deprivation Flood Risk <ul style="list-style-type: none"> • Within floodplain and not defended to the required standard 	<ul style="list-style-type: none"> • To stay commercial, a more stringent marketing approach is needed by Ipswich Borough Council • Babergh Local Plan Inquiry is likely to require action based on conclusions

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
TXU (E-ON) Site (Map ID No. 3) Site allocated for employment use	Housing <ul style="list-style-type: none"> • Not allocated for residential development Employment <ul style="list-style-type: none"> • Allocated for retention for B1 employment use within the Local Plan Affordable housing <ul style="list-style-type: none"> • Not allocated for residential development Transport Links <ul style="list-style-type: none"> • No provision proposed Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector led Risks to delivery <ul style="list-style-type: none"> • A portion of the land to be sold in order to fund access improvements • Requirement to protect listed structures (includes listed wall and listed building) , playing field and mature landscape belts • Requirement for no impact on AONB • Not a lot of demand for employment space in this location • Possible access issues 	Brownfield Land <ul style="list-style-type: none"> • 7.1ha of brownfield land; 3.3ha proposed for B1 use including a new site access. Sustainable Transport <ul style="list-style-type: none"> • Requirement for a green travel plan and contributions to provision of local bus services. Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Possibility for additionality/synergy with IP-One projects Unemployment Areas <ul style="list-style-type: none"> • Located close to an area of high unemployment Deprived Areas <ul style="list-style-type: none"> • Not located in a deprived area Flood Risk <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Provision of a new access from the A137 and closure of the access from The Street

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>HMS Ganges Site Shotley (Map ID No. 4)</p> <p>Former Royal Navy site proposed for mixed use development</p>	<p>Housing</p> <ul style="list-style-type: none"> Housing redevelopment scheme (325 units) <p>Employment</p> <ul style="list-style-type: none"> Associated retail development (25-30 jobs) <p>Affordable housing</p> <ul style="list-style-type: none"> No proposed percentage available. It is Babergh District Council's policy to require 20-35% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> Transport benefits included in scheme – improvements to B1456 expected to be delivered by developer (Haylink) <p>Visitor</p> <ul style="list-style-type: none"> Restoration of 2 ancient monuments <p>Learning/education</p> <ul style="list-style-type: none"> Provision of a small museum <p>Leverage of Funding</p> <ul style="list-style-type: none"> Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> District Council minded to approve but the Secretary of State has called it in because it is not in keeping with Local Plan policies. Inquiry to be held Feb 2006. Outstanding approval for approximately 417 retirement homes which is expected to have a lower impact on the environment (i.e. less traffic). 	<p>Brownfield Land</p> <ul style="list-style-type: none"> Derelict 12-14 Ha brownfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> Proposed links to the Harwich Foot Ferry scheme <p>Environmental Enhancement</p> <ul style="list-style-type: none"> Restoration of two ancient monuments <p>Social</p> <ul style="list-style-type: none"> Community benefits included in scheme <p>Additionality and synergy</p> <ul style="list-style-type: none"> Possible additionality/synergy with projects in Felixstowe and Harwich via the Harwich Foot Ferry scheme <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of low unemployment. The Harwich Foot Ferry would link the site to areas of higher unemployment in Felixstowe and Harwich. <p>Deprived Areas</p> <ul style="list-style-type: none"> Not located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> In floodplain and not defended to the required standard 	


TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Colchester BC			
<p>St Botolph's (Map ID No. 6)</p>  <p>Comprised of several key projects:</p> <ul style="list-style-type: none"> A) Visual Arts Facility & Cultural B) Green Park Area C) Bus and transport interchange facilities D) Magistrates court complex E) New Retail Area F) Residential G) Hotel 	<p>Housing</p> <ul style="list-style-type: none"> • New residential developments <p>Employment</p> <ul style="list-style-type: none"> • Up to 350,000 ft² of new retail, including a new department store <p>Affordable housing</p> <ul style="list-style-type: none"> • No proposed percentage available. It is Colchester Borough Council's policy to require 25% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> • Within the Colchester Urban area • No additional provision proposed <p>Visitor</p> <ul style="list-style-type: none"> • Possible new high quality hotel • Preservation and enhancement of significant historic architectural features <p>Learning/education</p> <ul style="list-style-type: none"> • No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Significant public sector input required; some already secured <p>Risks to delivery</p> <ul style="list-style-type: none"> • Planning permission outstanding • Further traffic modelling work to be completed • Land in multiple public and private ownership • Borough and County Council agreements regarding land holdings to be reached • Insufficient funding for high quality public realm that connects areas together 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • Predominantly brownfield land <p>Sustainable Transport</p> <ul style="list-style-type: none"> • New bus and transport interchange facilities with retail above • Stanway Park and Ride – 1000 spaces with terminus building situated adjacent to A12. Reduction in provision of town centre parking by 17.1% • New central residential accommodation • Pedestrian bridge across Southway • Pedestrian access to 2,600 new dwellings at Garrison <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • New community open space • Preservation and enhancement of significant historic architectural features <p>Social</p> <ul style="list-style-type: none"> • Visual arts facility • New magistrates court complex • Preservation and enhancement of significant historic architectural features • Public realm improvements <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Additionality/synergy likely between Colchester city regeneration projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an area of generally low unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in an area of moderate deprivation <p>Flood Risk</p> <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Implementation of Park and Ride plan


TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>North Colchester (Map ID No. 7)</p>  <p>Comprised of several key development projects:</p> <ul style="list-style-type: none"> A) Residential B) Employment zone C) Stadium and sports complex D) Regional conference centre E) Park and Ride 	<p>Housing</p> <ul style="list-style-type: none"> 1,500-1,700 residential units <p>Employment</p> <ul style="list-style-type: none"> 100ha mixed use development – health and fitness centre, hotel, pub/restaurant, business unit, office and light industrial units, storage and distribution units 3,500 jobs <p>Affordable housing</p> <ul style="list-style-type: none"> 375 units <p>Transport Links</p> <ul style="list-style-type: none"> New junction on the A12 and northern approach road (phase 3) - relief of traffic pressure at existing A12 junctions Need for East-West Link Road <p>Visitor</p> <ul style="list-style-type: none"> 1,000 seat stadium and sports complex with parking for 667,350 of which will be used in the park and ride Regional conference centre Retention of many historically and/or architecturally significant buildings <p>Learning/education</p> <ul style="list-style-type: none"> Regional conference centre proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> Significant private sector funding; further public sector input required <p>Risks to delivery</p> <ul style="list-style-type: none"> Planning permissions outstanding Upgrading of utilities necessary Colchester BC concerned that protracted negotiations may result in the developer missing the market and the funding being lost for necessary transport infrastructure improvements Unclear what priority Park and Ride will be given in LTP under preparation 	<p>Brownfield Land</p> <ul style="list-style-type: none"> Largely greenfield development but incorporates redevelopment of Severalls Hospital <p>Sustainable Transport</p> <ul style="list-style-type: none"> Park and Ride scheme situated adjacent to the A12 2 lane segregated bus route; extended new bus service; 'bus only' links; bus priority measures Proximity of jobs and housing – development guided by a comprehensive and integrated master plan that will result in a sustainable community. <p>Environmental Enhancement</p> <ul style="list-style-type: none"> Retention of valuable landscape character Retention of many historically and/or architecturally significant buildings <p>Social</p> <ul style="list-style-type: none"> Stadium and sports complex <p>Additionality and synergy</p> <ul style="list-style-type: none"> Additionality/synergy likely between Colchester city regeneration projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of generally low unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> Not located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> Not in a floodplain 	<ul style="list-style-type: none"> Infrastructure funding needed through Section 106 to secure final phase of Northern Approach infrastructure that is needed for development to go forward; possibly through incentives to developer A12 Junction East-West Link Road Marketing of hospital site by English Partnerships to secure a developer able to deliver the Section 106 infrastructure package (A12 junction, east/west road link) necessary for project Secure funding to accelerate infrastructure provision


TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>East Colchester [note some info confidential - CBC to confirm info can be published]</p> <p>(Map ID No. 8)</p>  <p>Comprised of several key projects:</p> <ul style="list-style-type: none"> A) Research Park B) Residential C) New train station D) Tidal Barrier E) Community Facilities/Schools F) Green Links/Lake/Wetland G) student accommodation 	<p>Housing</p> <ul style="list-style-type: none"> 1,500 houses <p>Employment</p> <ul style="list-style-type: none"> Total of 5,830 jobs⁴; approximately 2,000 net additional jobs at research park at University; an estimated 155 net additional local jobs and 47 net additional regional jobs at the Business Innovation Centre (BIC) Facilitate phase 1 of University Research Park (development of 2 units of 20,000ft² lettable space each) in addition to the 30,000ft² BIC Research Park Phase 2 - approximately 330,000ft² of space The research park would look to retain graduates and act as a seed for future commercial/industrial opportunities. Will address the identified shortfall in 'start-up' and 'grow on' space in the area. <p>Affordable housing</p> <ul style="list-style-type: none"> No proposed percentage available. It is Colchester Borough Council's policy to require 25% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> Significant improvements to A133 and Park and Ride facilities Would benefit from redevelopment of Hythe railway station <p>Visitor</p> <ul style="list-style-type: none"> No provision proposed <p>Learning/education</p> <ul style="list-style-type: none"> 400,000ft² research park; 56, 000m² of R&D space 600 units of student accommodation <p>Leverage of Funding</p> <ul style="list-style-type: none"> Largely reliant on public funding; some already secured <p>Risks to delivery</p> <ul style="list-style-type: none"> Not achieving 60:40 split and is becoming a dormitory area University campus research park outline planning permission due to be sought in September 2005 Significant decontamination costs Unlikely that Section 106 would cover all infrastructure and remediation costs Lost of developer interest and take-up due to speed of infrastructure provision not matching pace of development 	<p>Brownfield Land</p> <ul style="list-style-type: none"> Significant remediation and reuse brownfield land (former port areas and gas works) – 71Ha <p>Sustainable Transport</p> <ul style="list-style-type: none"> New train station at the University Footbridge linking university to fabric of town New bus interchange and cycling facilities at the Hythe Development guided by a comprehensive and integrated master plan that will result in a sustainable community <p>Environmental Enhancement</p> <ul style="list-style-type: none"> Green links New lake and wetland at University Enhance river and improve overall environment <p>Social</p> <ul style="list-style-type: none"> New community facilities – nursery and primary school Development guided by a comprehensive and integrated master plan that will result in a sustainable community <p>Additionality and synergy</p> <ul style="list-style-type: none"> Additionality/synergy likely between Colchester city regeneration projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> East Colchester contains three of the Borough's four wards with the highest levels of deprivation <p>Flood Risk</p> <ul style="list-style-type: none"> In a floodplain but defended - new tidal barrier 	<ul style="list-style-type: none"> Infrastructure funding needed to secure continued development A133 upgrades needed to provide for university research park A barrage will retain a high water level. Inclusion of a lock will allow recreational craft to the upper Colne A hard river edge will allow for walking, cycling Access at Hythe Bridge and SE limits of development River clean up needed Gas Board land will need an extra push to get going Action on improving rail station, either through upgrading existing or provision of a new station


TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Garrison (Map ID No. 9)  <p>Comprised of several key projects:</p> <p>A) New Garrison B) Residential C) Sports facilities D) School E) Improved rail station</p>	<p>Housing</p> <ul style="list-style-type: none"> • 2,600 homes <p>Employment</p> <ul style="list-style-type: none"> • 939 net additional jobs <p>Affordable housing</p> <ul style="list-style-type: none"> • No proposed percentage available. It is Colchester Borough Council's policy to require 25% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> • New east-west distributor road • New public parking • Need for improvements to St Botolph's Circus <p>Visitor</p> <ul style="list-style-type: none"> • Preservation and enhancement of significant historic buildings and features <p>Learning/education</p> <ul style="list-style-type: none"> • No provision provided <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Largely funded by PFI <p>Risks to delivery</p> <ul style="list-style-type: none"> • Periodic archaeological issues • Listed buildings 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • 297.57Ha area of brownfield land (tbc); 134Ha available for redevelopment <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Improved town railway station • Provision of a mixed use integrated community • Pedestrian access from St Botolph's <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • New community open space • Preservation and enhancement of significant historic buildings and features <p>Social</p> <ul style="list-style-type: none"> • New community sports facilities • New school • Provision for cemetery expansion <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Additionality/synergy likely between Colchester city regeneration projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an area of generally low unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in a moderately deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Improvements to St Botolph's Circus

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>Paxmans Factory (East Colchester) (Map ID No. 10)</p> <p>Former factory site proposed for mixed use development</p>	<p>Housing</p> <ul style="list-style-type: none"> Designated for mixed use development – council seeking 50 units/Ha <p>Employment</p> <ul style="list-style-type: none"> Designated for mixed use development Council seeking 3,500m² B1 uses Retention of Man B&W use <p>Affordable housing</p> <ul style="list-style-type: none"> Council seeking 25% social housing target <p>Transport Links</p> <ul style="list-style-type: none"> In East Colchester urban area Would benefit from redevelopment of Hythe railway station <p>Visitor</p> <ul style="list-style-type: none"> No provision proposed <p>Learning/education</p> <ul style="list-style-type: none"> No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> Land contamination Falls partly within an emerging Conservation Area Transport assessments necessary for each development project Section 106 agreements necessary Amount of new development could be limited by highway capacity in the area 	<p>Brownfield Land</p> <ul style="list-style-type: none"> 12 acre brownfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> Mixed use development Improvements to adjacent green links <p>Environmental Enhancement</p> <ul style="list-style-type: none"> Public open space to be 10% of residential use allocation <p>Social</p> <ul style="list-style-type: none"> No provision proposed <p>Additionality and synergy</p> <ul style="list-style-type: none"> Additionality/synergy likely between Colchester city regeneration projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> Located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> In a floodplain but defended, new tidal barrier 	<ul style="list-style-type: none"> Need to determine suitability of retained industrial activity as safe and non-polluting neighbouring before planning permission granted due to air and noise pollution.

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>Rowhedge Port (Map ID No. **)</p> <p>Former port site proposed for mixed use development</p>	<p>Housing</p> <ul style="list-style-type: none"> • Approximately 150 to 200 units <p>Employment</p> <ul style="list-style-type: none"> • Office uses to be a minimum of 2% of the residential scheme • Restaurant/pub/bar <p>Affordable housing</p> <ul style="list-style-type: none"> • No proposed percentage available. It is Colchester Borough Council's policy to require 25% affordable housing in a residential development of this size. <p>Transport Links</p> <ul style="list-style-type: none"> • No provision proposed <p>Visitor</p> <ul style="list-style-type: none"> • Floating pontoon for temporary moorings <p>Learning/education</p> <ul style="list-style-type: none"> • No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> • S106 agreements to be negotiated • Adjacent to SINC area • Contamination and unknown costs to deal with it • Existing use of building by BAP leased from Associated British Ports – land sale to be negotiated • Provision of 25% affordable housing • Need to produce a scheme that is commercially viable, while providing significant public benefits 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • 5.3Ha brownfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Mixed use development • Contribution to sustainable transport <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • Significant new public open spaces • Soft landscape frontage to the Roman River • Public access to SNIC and waterfront <p>Social</p> <ul style="list-style-type: none"> • Provision of public conveniences on waterfront • Adventure play area • Requirements for new school and buildings for community use • Proximity to important areas of nature conservation <p>Additionality and synergy</p> <ul style="list-style-type: none"> • No identified opportunities for additionality/synergy with other projects <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located close to an area of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Not located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> • Partly within a floodplain but defended • Proposed repair/replacement of river wall 	<ul style="list-style-type: none"> • Environmental impact Assessment • Transport Assessment • Contamination Risk Assessment


TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Tendring DC			
<p>Harwich Masterplan (Map ID No. 11)</p>  <p>Comprised of two key projects:</p> <p>A) Navyard Redevelopment</p> <p>B) Bus & Train Transport Interchange</p>	<p>Housing</p> <ul style="list-style-type: none"> • 486 units in Navyard area; residential development in transport interchange area <p>Employment</p> <ul style="list-style-type: none"> • Commercial and retail development (e.g chandlers, boat repairs etc) • Relocation of industrial activities <p>Affordable housing</p> <ul style="list-style-type: none"> • Need an element of affordable housing to be incorporated. Amount to be negotiated vis a vis affordability of the scheme <p>Transport Links</p> <ul style="list-style-type: none"> • Would benefit from A120 improvements <p>Visitor</p> <ul style="list-style-type: none"> • 350-450 berth marina • Visitor attraction • Tourist information centre • Museum <p>Learning/education</p> <ul style="list-style-type: none"> • No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Significant private sector funding <p>Risks to delivery</p> <ul style="list-style-type: none"> • Navyard relocation and initial development to act as catalyst to overall regeneration 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • Brownfield sites <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Relocation of existing bus and train station • New transport interchange <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • Protection and enhancement of green spaces and historic buildings <p>Social</p> <ul style="list-style-type: none"> • Improved public realm, green spaces and historic buildings • Improved, safer road user through residential area <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Additionality/synergy possible between elements of the project <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an area of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> • In floodplain and not defended to the required standard 	<ul style="list-style-type: none"> • Establish land ownership • Implementation of master plan which has been adopted by Council as Interim Planning Guidance: <ul style="list-style-type: none"> – Prepare detailed design briefs for key projects (Marina proposal, redevelopment of Navyard, transport interchange) – Develop public sector investment Delivery Plan – Promote individual investment project opportunities

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Commercial site west of Station Road, Parkeston (Blendtower) Site proposed for employment use	Housing <ul style="list-style-type: none"> • No provision proposed Employment <ul style="list-style-type: none"> • Land suitable for warehousing and distribution Affordable housing <ul style="list-style-type: none"> • No provision proposed Transport Links <ul style="list-style-type: none"> • Would benefit from A120 improvements Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector led Risks to delivery <ul style="list-style-type: none"> • Meets planning sequential testing • Not dependent on Bathside Bay approval • Land assembly and ownership issues • Site access issues 	Brownfield Land <ul style="list-style-type: none"> • Greenfield site • Port-related commercial land Sustainable Transport <ul style="list-style-type: none"> • No provision proposed Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Likely to benefit from additionality/synergy with other Harwich regeneration projects Unemployment Areas <ul style="list-style-type: none"> • Located in an area of moderately high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in an area of moderate deprivation Flood Risk <ul style="list-style-type: none"> • In a floodplain and not defended to the required standard 	<ul style="list-style-type: none"> • Commercial feasibility study

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>Harwich Foot Ferry⁵ (Map ID No. 12)</p> <p>All weather, all season ferry service integrated with other elements of public transport.</p>	<p>Housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Employment</p> <ul style="list-style-type: none"> • Limited to ferry operators but would act as an employment access project <p>Affordable housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Transport Links</p> <ul style="list-style-type: none"> • Landguard Terminal • Refurbishment of King Edward VII Drive, Shotley • Shotley Marina pontoon • Would benefit from A120 improvements <p>Visitor</p> <ul style="list-style-type: none"> • Would provide visitor access <p>Learning/education</p> <ul style="list-style-type: none"> • No measures proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Supports the EEDA goal to make the most from the development of international gateways and regional transport corridors <p>Risks to delivery</p> <ul style="list-style-type: none"> • Approval of the Felixstowe South Dock extension consent is not expected until autumn 2005 • Planning and other permissions 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • Sites for terminals [assumed to be brownfield] <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Will provide a sustainable transport link between the eastern Haven gateway areas, better integrating areas to the north and south of the estuary. Previously ferries have been seasonal, therefore unsuitable for commuters. • Need for public transport links to ferry terminals <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • No provision proposed <p>Social</p> <ul style="list-style-type: none"> • Social benefits of increased access to other centres <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Would benefit, and benefit from, schemes in Harwich, Shotley and Felixstowe <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Would improve links to areas of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Would improve links to areas of high and moderately high deprivation <p>Flood Risk</p> <ul style="list-style-type: none"> • In the floodplain and undefended – not a use susceptible to flooding. 	<ul style="list-style-type: none"> • Provision of public transport linked to the ferry at each terminal • Additional signage to the ferry • Car parking at the three terminals and facilities for coach turning areas

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>Land east of A133 and South of A120 (Map ID No. 13)</p> <p>Site proposed for employment use</p>	<p>Housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Employment</p> <ul style="list-style-type: none"> • Proposed for employment use <p>Affordable housing</p> <ul style="list-style-type: none"> • No provision proposed <p>Transport Links</p> <ul style="list-style-type: none"> • A120/A133 junction improvements needed • Would benefit from A133 corridor improvements <p>Visitor</p> <ul style="list-style-type: none"> • No provision proposed <p>Learning/education</p> <ul style="list-style-type: none"> • No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> • Poor ranking on sustainability following a Sustainability Assessment 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • 27Ha greenfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Rural location - lack of footpaths and cycle facilities. Limited access by public transport means that almost all journeys to the site would be made by private vehicles. • Remote from existing and proposed main housing areas <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • No provision proposed <p>Social</p> <ul style="list-style-type: none"> • No provision proposed <p>Additionality and synergy</p> <ul style="list-style-type: none"> • No opportunities for additionality/synergy with other projects identified <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an area of low unemployment • The site does not lie within the PAERs and would draw investment away from them. <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in an area of moderate deprivation <p>Flood Risk</p> <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Junction improvements

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Clacton Town Centre Urban Regeneration Project Master plan needed	Housing <ul style="list-style-type: none"> • Likely improvements to existing residential stock Employment <ul style="list-style-type: none"> • Likely to increase private sector investment and job creation Affordable housing <ul style="list-style-type: none"> • Likely to increase access to affordable housing opportunities Transport Links <ul style="list-style-type: none"> • Improved bus/rail interchange • Would benefit from A133 corridor improvements Visitor <ul style="list-style-type: none"> • Improved visitor facilities Learning/education <ul style="list-style-type: none"> • Targetted programme to improve skills of local workforce and removal of barriers to employment opportunities Leverage of Funding <ul style="list-style-type: none"> • ODPM, ECC, TDC • Will encourage private sector investment Risks to delivery <ul style="list-style-type: none"> • Adequate funding - £2.4m implementation funding secured 	Brownfield Land <ul style="list-style-type: none"> • Regeneration of urban area Sustainable Transport <ul style="list-style-type: none"> • Traffic management scheme (promotion of pedestrian priority) • Development of bus/rail interchange Environmental Enhancement <ul style="list-style-type: none"> • Large number proposed Social <ul style="list-style-type: none"> • Improved facilities for town centre visitors • Improved local community input through neighbourhood management • Improved lighting, landscaping and street furniture • Creation of a town square/relocation of Warwick Castle Market Additionality and synergy <ul style="list-style-type: none"> • Possibility for additionality/synergy between elements of the project Unemployment Areas <ul style="list-style-type: none"> • High unemployment Deprived Areas <ul style="list-style-type: none"> • In top 3% nationally (ID 2004 revised), most deprived Flood Risk <p>Not in floodplain</p>	<ul style="list-style-type: none"> • Preparation of overall Urban Regeneration Strategy • Area Action Plan needed under Local Development Framework • ODPM funding allocated under the Stronger and Safer Communities Fund (Business Plan to be prepared) • Appoint consultants to undertake masterplanning and urban design work

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Bathside Bay Development (Map ID No. 14) 1400m quayside and terminal, capacity 17m TEUs/annum	Housing <ul style="list-style-type: none"> • No provision proposed Employment <ul style="list-style-type: none"> • 770 net additional direct jobs • 1500 total net additional jobs Affordable housing <ul style="list-style-type: none"> • No provision proposed Transport Links <ul style="list-style-type: none"> • Contributions to rail improvements • Contributions to A120 improvements Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector funded Risks to delivery <ul style="list-style-type: none"> • Planning and other consents (pending outcome of inquiry) • Infrastructure improvements 	Brownfield Land <ul style="list-style-type: none"> • Predominantly land reclamation from Bay Sustainable Transport <ul style="list-style-type: none"> • No provision proposed Environmental Enhancement <ul style="list-style-type: none"> • Implementation of comprehensive Section 106 package including provision of compensatory habitat at Hamford Water Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Additionality/synergy between projects in Harwich Unemployment Areas <ul style="list-style-type: none"> • Located in an area of moderately high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in a deprived area Flood Risk <ul style="list-style-type: none"> • In floodplain and not defended to the required standard – not a high susceptibility land use 	<ul style="list-style-type: none"> • Rail freight improvements • A120 improvements • Implement comprehensive Sec.106 package including provision of compensatory habitat at Hamford Water

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Jaywick Master plan	<p>Housing</p> <ul style="list-style-type: none"> • Reduction in overall housing densities through removal of poor quality accommodation • Provision of new housing stock • Changes to tenureship and creation of more balanced and sustainable community <p>Employment</p> <ul style="list-style-type: none"> • Improved access to training opportunities • Likely to lead to improved commercial facilities <p>Affordable housing</p> <ul style="list-style-type: none"> • Increase in affordable housing opportunities <p>Transport Links</p> <ul style="list-style-type: none"> • Improved road infrastructure <p>Visitor</p> <ul style="list-style-type: none"> • Likely to improve attractiveness of area to visitors <p>Learning/education</p> <ul style="list-style-type: none"> • Broad programme to improve skills of local workforce and removal of barriers to employment opportunities <p>Leverage of Funding</p> <ul style="list-style-type: none"> • ODPM, Home Office, ECC, EEDA, TDC • Will seek to complement public sector funding with private sector investment <p>Risks to delivery</p> <ul style="list-style-type: none"> • Community response to master plan • Funding for implementation of master plan 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • Previously developed land. <p>Sustainable Transport</p> <ul style="list-style-type: none"> • Improved public transport including links to Clacton town centre • Improved cycleway and pedestrian infrastructure <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • Improvements to quality of environment <p>Social</p> <ul style="list-style-type: none"> • Improved local community input through neighbourhood strategy • Improvements to public safety • Improvements to quality of environment <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Possible additionality/synergy with Clacton town centre regeneration <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an area of high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Located in a deprived area – to 1% of most deprived areas nationally <p>Flood Risk</p> <ul style="list-style-type: none"> • In floodplain and not currently defended to the required standard, but new development will be protected to required Environment Agency standards 	<p>ODPM funding allocated under the Stronger and Safer Communities Fund (Business Plan being prepared)</p> <p>Masterplan to be finalised and implemented</p> <p>Appropriate developers (private and public sector) to be identified</p> <p>Bid under Local Transport Plan to be approved.</p> <p>Public sector housing funding to be secured</p>

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Pond Hall Farm, Tendring [some info confidential – TDC to confirm info can be published] (Map ID No. 15) Site proposed for business use	Housing <ul style="list-style-type: none"> No provision proposed Employment <ul style="list-style-type: none"> Proposed B2/B8 development. Identified sequentially as a preferred general employment site arising from employment land studies Affordable housing <ul style="list-style-type: none"> No provision proposed Transport Links <ul style="list-style-type: none"> Close to 120 Would benefit from A120 improvements Visitor <ul style="list-style-type: none"> No provision proposed Learning/education <ul style="list-style-type: none"> No provision proposed Leverage of Funding <ul style="list-style-type: none"> Private sector led Risks to delivery <ul style="list-style-type: none"> Demand partially dependent on Bathside Bay development Highways Agency concerns over provision of a new access on A120 	Brownfield Land <ul style="list-style-type: none"> Approximately 27ha prominent greenfield site Sustainable Transport <ul style="list-style-type: none"> No provision proposed Environmental Enhancement <ul style="list-style-type: none"> Possible adverse visual impact Social <ul style="list-style-type: none"> No provision proposed Additionality and synergy <ul style="list-style-type: none"> Additionality/synergy between projects in Harwich Unemployment Areas <ul style="list-style-type: none"> Located close to an area of moderately high unemployment Deprived Areas <ul style="list-style-type: none"> Located in an area of moderate deprivation Flood Risk <ul style="list-style-type: none"> Partly within a floodplain and not defended to the required standard 	<ul style="list-style-type: none"> Provision of an access to the A120 Assessment of commercial viability needed in light of significant infrastructure requirements Flood risk assessment
Ipswich BC			

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
1) The Waterfront (Map ID No. 16) A. West Dock Island Site – residential and leisure development B. Residential and commercial development (incorporating brewery site) C. Cultural and community facilities D. Flood defences – creation of tidal surge barrier	<p>Housing</p> <ul style="list-style-type: none"> Proposed 60% residential development – over 3,600 units in planning pipeline. May encourage further house building in the area <p>Employment</p> <ul style="list-style-type: none"> Proposed 40% commercial/leisure development Series of landmark developments Expected to promote other employment activity <p>Affordable housing</p> <ul style="list-style-type: none"> No proposed percentage available. It is Ipswich Borough Council's policy to require 25% affordable housing in a residential development of this size on brownfield land. <p>Transport Links</p> <ul style="list-style-type: none"> See 'associated transport infrastructure' <p>Visitor</p> <ul style="list-style-type: none"> Over 300 berth marina with associated facilities <p>Learning/education</p> <ul style="list-style-type: none"> No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> Part private sector funded <p>Risks to delivery</p> <ul style="list-style-type: none"> Many different landowners and developers involved Flood risk being addressed via a flood defence strategy Funding needs to be secured for the flood defences Decontamination required on some sites Archaeological costs Detailed scheme for Waterfront access improvements not yet developed or formalised; important to resolve links between Town Centre and Waterfront If the island site does not come forward, its current condition could impact on other projects and affect housing delivery numbers Financial viability – realism between value created and developer obligations Willingness of key landowners/stakeholders to cooperate to achieve the objectives Ability of the public sector to intervene to secure the objectives 	<p>Brownfield Land</p> <ul style="list-style-type: none"> 80Ha brownfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> Waterfront access improvements incorporate enhanced pedestrian and cycle links and improved accessibility for public transport. Promotes alternative modes of travel; provides greater integration of urban fabric and Waterfront area; simplified road network; better control of car access. Close proximity to Town Centre – integration of Waterfront and Town Centre areas by reducing the impact of Star Lane/Gyratory and improving pedestrian and cycle links <p>Environmental Enhancement</p> <ul style="list-style-type: none"> No provision proposed <p>Social</p> <ul style="list-style-type: none"> Better control of car access to the area <p>Additionality and synergy</p> <ul style="list-style-type: none"> Flood defences will secure brownfield land sooner for residential and commercial development without risk of EA or insurance industry objections Increased likelihood of locating active uses at ground level <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> Located in one of Ipswich's most deprived wards <p>Flood Risk</p> <ul style="list-style-type: none"> In tidal floodplain but planned tidal surge barrier will solve flooding problems. 	<ul style="list-style-type: none"> Flood defence required to enable waterfront development Resolution of east to west transportation issues and links between the Waterfront, Ipswich Village and the Town Centre.

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
2) Town Centre and Mint Quarter (Map ID No. 17) A) Mint Quarter – retail led commercial development B) Westgate Quarter – retail-led commercial development	Housing <ul style="list-style-type: none"> • Retail led mixed use development opportunities Employment <ul style="list-style-type: none"> • Retail led mixed use development opportunities Affordable housing <ul style="list-style-type: none"> • No proposed percentage available. It is Ipswich Borough Council's policy to require 25% affordable housing in a residential development of this size on brownfield land. Transport Links <ul style="list-style-type: none"> • See 'associated transport infrastructure' Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Retail led development Risks to delivery <ul style="list-style-type: none"> • Sites available or about to become available • Financial viability - Realism between value created and developer obligations • Willingness of key landowners/stakeholders to cooperate to achieve the objectives • Ability of the public sector to intervene to secure the objectives 	Brownfield Land <ul style="list-style-type: none"> • Predominantly brownfield land Sustainable Transport <ul style="list-style-type: none"> • Mixed use development proposed within the Town Centre Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Additionality/synergy likely between IP-One projects Unemployment Areas <ul style="list-style-type: none"> • Located in an area of high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in a deprived area Flood Risk <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • No action required – market driven

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
3) Ipswich Village (Map ID No. 18) A. Public Sector Village – public offices, crown court, office development B. Local Authority owned car park site – conference/leisure led development C. Residential development	Housing <ul style="list-style-type: none"> Provision for less than 1,000 units Employment <ul style="list-style-type: none"> Commercial led mixed use development around Ipswich Town Football Club incorporating: Conference facilities; commercial and leisure development; sports and hotel facilities Provision of new public sector jobs Affordable housing <ul style="list-style-type: none"> No proposed percentage available. It is Ipswich Borough Council's policy to require 25% affordable housing in a residential development of this size on brownfield land. Transport Links <ul style="list-style-type: none"> Infrastructure improvements – links to the station and the Town Centre Visitor <ul style="list-style-type: none"> No provision proposed Learning/education <ul style="list-style-type: none"> No provision proposed Leverage of Funding <ul style="list-style-type: none"> Largely private sector funded Risks to delivery <ul style="list-style-type: none"> Ipswich First Deposit Draft Local Plan has provided a framework for investment in Ipswich Village. Development Brief currently being produced 	Brownfield Land <ul style="list-style-type: none"> Assumed to be predominantly brownfield land Sustainable Transport <ul style="list-style-type: none"> Reduced reliance on car transport – integration of Ipswich Village Quarter and Town Centre through green routes Located on edge of Town Centre Environmental Enhancement <ul style="list-style-type: none"> Proposed village green Social <ul style="list-style-type: none"> Public sector village – County Council offices and Crown Court already present; Borough Council to move in To focus on shared space in two existing residential streets- removal of road markings and signs which result in drivers reducing their speed Additionality and synergy <ul style="list-style-type: none"> Additionality/synergy likely between IP-One projects Unemployment Areas <ul style="list-style-type: none"> Located in an area of high unemployment Deprived Areas <ul style="list-style-type: none"> Located in a deprived area Flood Risk <ul style="list-style-type: none"> In a floodplain and undefended but planned tidal surge barrier will solve flooding problems. 	<ul style="list-style-type: none"> Rationalisation of parking provision Improvements to pedestrian routes between town centre and station Improvements to relationship between developments in village and driver corridor Relocation of bus depot and surrounding industrial uses

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
4) Education Quarter (Map ID No. 19) A. University Campus, Suffolk B. Suffolk College Improvements C. Student Accommodation/ Residential and Leisure Facilities – in association with the University and College	Housing <ul style="list-style-type: none"> • 20% residential development Employment <ul style="list-style-type: none"> • 10% retail, cultural and leisure facilities Affordable housing <ul style="list-style-type: none"> • No proposed percentage available. It is Ipswich Borough Council's policy to require 25% affordable housing in a residential development of this size on brownfield land. Transport Links <ul style="list-style-type: none"> • See 'associated transport infrastructure' Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • 70% educational development incorporating a university campus in central Ipswich. University/Faculty for 7,500 full time equivalent students • Rebuilding of the further education college (Suffolk College) • Benefits of retaining skills base in Suffolk; retention of students and mature learners in the area Leverage of Funding <ul style="list-style-type: none"> • Part private sector funded Risks to delivery <ul style="list-style-type: none"> • Timely and integrated implementation • Provision of cultural and leisure facilities • Site costs, development costs and planning issues for a satellite learning centre • Risk of severance issues in the university/college campus 	Brownfield Land <ul style="list-style-type: none"> • Predominantly brownfield land Sustainable Transport <ul style="list-style-type: none"> • On the edge of the Town Centre Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • Provision of cultural and leisure facilities Additionality and synergy <ul style="list-style-type: none"> • Additionality/synergy likely between IP-One projects Unemployment Areas <ul style="list-style-type: none"> • Located in an area of high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in a deprived area Flood Risk <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Master planning work • Complete funding package and development proposals

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
5) IP-One Associated infrastructure A. Major Public Transport Interchange B. Town Centre/Rail Station Links – pedestrian and public transport C. National Cycle Routes D. East-West Highway Capacity E. Links from Education Quarter to Town centre – Pedestrian and public transport	<ul style="list-style-type: none"> Public transport interchange is an LTP major scheme National Cycle routes are a Sustrans and LTP Non-major scheme with Section 106 contributions East-West Highway capacity improvement will be based on the results of the forthcoming Ipswich Transport Study 		<ul style="list-style-type: none"> Agreement on approach to be taken There is no clear infrastructure strategy for the area: <ul style="list-style-type: none"> Debate ongoing as to whether the bridge is necessary; Gyratory is still to be thought through; Eastern access road is not accepted as necessary and funding has not been approved by the County Council

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Suffolk Coastal DC			
Suffolk Innovation Park (Adastral Park continued development) (Map ID No. 20)	<p>Housing</p> <ul style="list-style-type: none"> No provision proposed <p>Employment</p> <ul style="list-style-type: none"> 32,000m² of business, hi-tech space linked to BT research adjacent to A12 and existing Adastral Park development 100 companies. Also intended to exploit links with new university. 1,000 hi-tech jobs – aim to help employment opportunities match local housing growth <p>Affordable housing</p> <ul style="list-style-type: none"> No provision proposed <p>Transport Links</p> <ul style="list-style-type: none"> Infrastructure improvements to A12 and other adjoining roads necessary which, when completed, will open up new areas for development and reduce congestion on an arterial route, namely the A12 <p>Visitor</p> <ul style="list-style-type: none"> No provision proposed <p>Learning/education</p> <ul style="list-style-type: none"> Provision of learning facilities <p>Leverage of Funding</p> <ul style="list-style-type: none"> Funding from public (local and national) and private sources <p>Risks to delivery</p> <ul style="list-style-type: none"> Land acquisition under negotiation Highway risks - infrastructure improvements to A12 and other adjoining roads necessary Funding deficit of £8m Need to relocate BT test centre 	<p>Brownfield Land</p> <ul style="list-style-type: none"> Greenfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> Green travel plan Further build ICT cluster ; co-location of research companies Network of cycle and pedestrian links in the area Close to major housing developments (Grange Farm, Kesgrave and Martlesham Heath), with pedestrian, cycle and bus links. Linked to central Ipswich by excellent existing public transport facilities <p>Environmental Enhancement</p> <ul style="list-style-type: none"> New landscaping planting on borders <p>Social</p> <ul style="list-style-type: none"> No provision proposed <p>Additionality and synergy</p> <ul style="list-style-type: none"> Will unlock a major employment site <p>Unemployment Areas</p> <ul style="list-style-type: none"> Located in an area of low unemployment, but within commuting distance of areas of high unemployment. Linked to central Ipswich by excellent public transport facilities <p>Deprived Areas</p> <ul style="list-style-type: none"> Not located in a deprived area <p>Flood Risk</p> <ul style="list-style-type: none"> Not in a floodplain 	<ul style="list-style-type: none"> Improvements to A12 and other adjoining roads Provision of off-site service infrastructure Relocation of BT's aerial testing facility

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Felixstowe Enterprise Village (Map ID No. 21) Facility to promote economic and sustainable development with business incubation and graduation space plus associated premises to provide a centre of training and excellence for maritime logistics and other local needs	Housing <ul style="list-style-type: none"> • No provision proposed Employment <ul style="list-style-type: none"> • 2,233m² commercial floor space • 20 businesses directly benefiting • 112 new jobs Affordable housing <ul style="list-style-type: none"> • No provision proposed Transport Links <ul style="list-style-type: none"> • Infrastructure requirements Visitor <ul style="list-style-type: none"> • No provision proposed Learning/education <ul style="list-style-type: none"> • Centre of training and excellence for maritime logistics Leverage of Funding <ul style="list-style-type: none"> • Funding sought from public sector sources Risks to delivery <ul style="list-style-type: none"> • No funding committed at present - development costs • Private sector contributions needed • Planning issues 	Brownfield Land <ul style="list-style-type: none"> • Total area of land estimated 3-3.5ha. Unused land not previously developed but within the physical fabric of the town Sustainable Transport <ul style="list-style-type: none"> • No provision proposed • Close to housing areas Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Potential to unlock 30ha greenfield site designated for employment uses Unemployment Areas <ul style="list-style-type: none"> • Located in an area of moderately high unemployment. • Aimed at increasing the diversity of the economic base away from reliance on the Port Deprived Areas <ul style="list-style-type: none"> • Located in a moderately deprived area. Adjoins residential areas of high deprivation Flood Risk <ul style="list-style-type: none"> • In floodplain and not defended to the required standard 	<ul style="list-style-type: none"> • Infrastructure requirements • Services and ground works • Further investigation to determine the projects that require funding bids to be prepared

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Felixstowe Port Expansion (Map ID No. 22) Additional deep water handling capacity including 1,350m of quay.	Housing <ul style="list-style-type: none"> • No provision proposed Employment <ul style="list-style-type: none"> • 620 net additional direct jobs • Overall job gain 1480 Affordable housing <ul style="list-style-type: none"> • No provision proposed Transport Links <ul style="list-style-type: none"> • Upgraded viewpoint road • Need for A14 corridor enhancements • Contribution to rail improvements Visitor <ul style="list-style-type: none"> • Visitor centre • New viewing area and bus/coach parking facilities Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector funded Risks to delivery <ul style="list-style-type: none"> • Planning consents 	Brownfield Land <ul style="list-style-type: none"> • Brownfield site Sustainable Transport <ul style="list-style-type: none"> • No provision proposed • Close to housing areas Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • No provision proposed Additionality and synergy <ul style="list-style-type: none"> • Additionality/synergy possible between regeneration projects in Felixstowe Unemployment Areas <ul style="list-style-type: none"> • Located in an area of moderately high unemployment Deprived Areas <ul style="list-style-type: none"> • Located in a moderately deprived area Flood Risk <ul style="list-style-type: none"> • In floodplain and not defended to the required standard – not a high susceptibility land use 	<ul style="list-style-type: none"> • Negotiation of Section 106 Agreements to fund: <ul style="list-style-type: none"> – Improvements to A14 – New rail terminal – Rail improvements to Nuneaton

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
<p>Felixstowe South Sea Front Redevelopment (Map ID No. 23)</p> <p>Site proposed for mixed residential and leisure uses</p>	<p>Housing</p> <ul style="list-style-type: none"> • Private sector housing playing an enabling role for affordable housing <p>Employment</p> <ul style="list-style-type: none"> • Direct and indirect employment gain <p>Affordable housing</p> <ul style="list-style-type: none"> • Affordable housing provision incorporated <p>Transport Links</p> <ul style="list-style-type: none"> • Provision of improvements to Beach Station Road junction <p>Visitor</p> <ul style="list-style-type: none"> • Repair and enhancement of Martello Tower – conversion to an art gallery, historical information centre and base for Coastwatch volunteers <p>Learning/education</p> <ul style="list-style-type: none"> • No provision proposed <p>Leverage of Funding</p> <ul style="list-style-type: none"> • Private sector led <p>Risks to delivery</p> <ul style="list-style-type: none"> • Planning permission • Section 106 negotiations 	<p>Brownfield Land</p> <ul style="list-style-type: none"> • Brownfield site <p>Sustainable Transport</p> <ul style="list-style-type: none"> • No provision proposed • Mixed use development <p>Environmental Enhancement</p> <ul style="list-style-type: none"> • Repair and enhancement of Martello Tower – conversion to an art gallery, historical information centre and base for Coastwatch volunteers <p>Social</p> <ul style="list-style-type: none"> • Approximately £2m leisure facilities • Repair and enhancement of Martello Tower – conversion to an art gallery, historical information centre and base for Coastwatch volunteers <p>Additionality and synergy</p> <ul style="list-style-type: none"> • Potential to encourage further investment in the southern part of the resort <p>Unemployment Areas</p> <ul style="list-style-type: none"> • Located in an are of moderately high unemployment <p>Deprived Areas</p> <ul style="list-style-type: none"> • Within the recognised deprived area of Felixstowe <p>Flood Risk</p> <ul style="list-style-type: none"> • Defended by a sea wall and flood wall but still considered to be within an area at risk from flooding, although the Environment Agency is satisfied that development can take place if designed appropriately. 	<ul style="list-style-type: none"> • Off site highway works to junction of Beach Station Road

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
Mid Suffolk DC			
Scotts Site (Map ID No. 24) Former fertiliser factory proposed for conversion to mixed residential and employment use	Housing <ul style="list-style-type: none"> Proposals include residential development provision – 200-300 units necessary to finance retention of the listed building. Employment <ul style="list-style-type: none"> Proposals include employment development provision Affordable housing <ul style="list-style-type: none"> No proposed percentage available. Transport Links <ul style="list-style-type: none"> Close to A14 Need for A14 junction improvements Visitor <ul style="list-style-type: none"> No provision proposed Learning/education <ul style="list-style-type: none"> No provision proposed Leverage of Funding <ul style="list-style-type: none"> Private sector led Risks to delivery <ul style="list-style-type: none"> Listed building Lack of services in the area to support the residential development proposed High levels of contamination 	Brownfield Land <ul style="list-style-type: none"> Brownfield site Sustainable Transport <ul style="list-style-type: none"> No provision proposed Environmental Enhancement <ul style="list-style-type: none"> Retention of listed building Social <ul style="list-style-type: none"> No provision proposed Additionality and synergy <ul style="list-style-type: none"> Possible additionality/synergy with regeneration projects in Ipswich Unemployment Areas <ul style="list-style-type: none"> Located close to an area of high unemployment Deprived Areas <ul style="list-style-type: none"> Located in a deprived area Flood Risk <ul style="list-style-type: none"> Not in a floodplain (MSDC to confirm) 	<ul style="list-style-type: none"> A14 junction and access improvements needed Remediation to be undertaken by owner

TABLE 3.1			
PROJECT	DEVELOPMENT ASPECTS	SUSTAINABILITY CONSIDERATIONS	ACTION REQUIRED
SnOasis (Map ID No. 25) Leisure development incorporating the largest indoor ski-slope in the UK	Housing <ul style="list-style-type: none"> • 400-500 houses on land adjacent to the cement works site Employment <ul style="list-style-type: none"> • 1,300 net additional direct jobs Affordable housing <ul style="list-style-type: none"> • A proportion of the housing would be affordable Transport Links <ul style="list-style-type: none"> • Expected traffic impacts on the A14 • Would benefit from improvements to A12 Visitor <ul style="list-style-type: none"> • Snow dome; ice rink; bowling alley; cinema; retail facilities; food and drink outlets; conference centre; 9-hole golf course • 580,000 visitors expected per annum Learning/education <ul style="list-style-type: none"> • No provision proposed Leverage of Funding <ul style="list-style-type: none"> • Private sector led Risks to delivery <ul style="list-style-type: none"> • Traffic impacts on the A14 • Relationship with strategic waste disposal sites • Need for remediation 	Brownfield Land <ul style="list-style-type: none"> • Brownfield site - redevelopment of redundant Blue Circle Cement works site • Residential development would take place on adjacent greenfield site Sustainable Transport <ul style="list-style-type: none"> • Possible new rail station (assumed to take place) Environmental Enhancement <ul style="list-style-type: none"> • No provision proposed Social <ul style="list-style-type: none"> • Snow dome; ice rink; bowling alley; cinema; retail facilities; food and drink outlets; conference centre; 9-hole golf course Additionality and synergy <ul style="list-style-type: none"> • Located in an area of low unemployment, but within commuting distance of areas of high unemployment Unemployment Areas <ul style="list-style-type: none"> • Within commuting distance of an area of high unemployment Deprived Areas <ul style="list-style-type: none"> • Not located in a deprived area Flood Risk <ul style="list-style-type: none"> • Not in a floodplain 	<ul style="list-style-type: none"> • Mainline rail station and highway improvements – should be funded by development

3.2 Summary of Findings by District

The following section provides a brief summary of the key regeneration projects within each Council area. The nature of the location, development proposals, reuse of brownfield land, social and transport issues are outlined.

3.2.1 Babergh District

Location

Babergh is a largely rural district. However, three of the five regeneration sites identified are located at the urban fringe of Ipswich, with the remaining two located on the A14 corridor and the Shotley Peninsular.

Development Type

The five sites identified within Babergh District are proposed for either employment or mixed use schemes. In one case, the IP8 site, there is uncertainty over the nature of the regeneration project since the site is owned by Ipswich Borough Council who wish to develop for residential use. However, the site is allocated for employment use in the Babergh District Local Plan.

Figure 4 shows that unemployment within Babergh District is relatively low, when compared to areas within the sub-region, hence there is the potential for a lower priority to be applied to purely employment base projects in the District. Table 2.2 shows that there is significant unmet demand for affordable housing in Babergh District. However, none of the schemes has been identified as having guaranteed provision for affordable housing.

The HMS Ganges project is set to provide a total of 325 housing units. As noted in section above, unmet demand for subsidised housing between 2000 and 2005 was 2108 units. It is not known how many of the 325 units would be set aside for affordable housing. However, if the regeneration were to progress in line with the Local Plan target of 20%-35% of a single development, this would provide between 65 and 114 affordable housing units.

Brownfield Redevelopment

All but one of the schemes also entail the redevelopment of brownfield sites, with only the IP8 site being entirely greenfield at present. This is in line with the national and regional target of reaching 60% of new homes built on previously developed land to by 2006, but brings with it the additional risks to completion associated with contaminated land assessment and remediation.

Social Inclusion

Within the schemes identified there is the potential: to develop a new learning facility and a small museum; to restore two ancient monuments; to increase public access to the Stour Estuary SSSI; to open up of a river corridor to public access with a new footpath and cycleway; and to provide of a linked series of sports pitches, play areas, cycleways and footpaths for the benefit of residents and non-residents.

Transport Sustainability

With the exception of the HMS Ganges Site, all of the proposed sites within Babergh District are relatively close to major transport links. Brantham Industrial Park is close to

Manningtree Railway Station and there is a requirement for a green travel plan and contributions to local bus services to be incorporated into TXU (E-ON) site scheme.

3.2.2 Colchester Borough

Location

The projects identified within Colchester Borough include the major urban regeneration areas of St Botolph's, North Colchester, East Colchester and Garrison as well as the former Paxman's Factory Site in East Colchester, and one further development outside the Colchester urban area, at Rowhedge Port. In addition, there is the potential for redevelopment of an industrial area in Stanway to the south west of Colchester.

Development Type

The Colchester urban regeneration areas are intended to be mixed use developments, providing residential units, retail and industrial areas, community facilities, transport infrastructure, leisure and recreational facilities. North Colchester will provide up to 375 affordable housing units, while Garrison and East Colchester are set to provide 1190-1290 new jobs. The Paxman's site is also proposed for mixed commercial and employment use as is Rowhedge Port, where approximately 150-200 residences, offices and leisure facilities are proposed. The nature of potential development at the Stanway industrial area is not known. As shown in Figure 4, Colchester does not constitute an area of the highest unemployment in the Sub-region but, as noted in Table 2.2 there is an anticipated shortfall of 2,600 housing units from the Structure Plan requirement. It may therefore be that higher priority should be applied to those developments favouring residential use within the mixed development.

Brownfield Redevelopment

All the regeneration projects will involve the redevelopment of large areas of brownfield land, including the former port and gas works areas in East Colchester, but there would also be some greenfield development (over 50 ha) in North Colchester.

Social Inclusion

The major urban regeneration projects planned for Colchester include a range of community facilities including a visual arts facility, stadium and sports complex, cycling facilities, nursery and schools, lake and wetland at the university campus, community sports facilities and open space. On the smaller scale, the Paxmans Factory development may also include the provision of a new school and proposals for Rowhedge Port include provision of an adventure play area, school and community buildings.

Transport Sustainability

Each of the four urban regeneration proposals includes measures to improve transport sustainability. The St Botolphs and North Colchester plans include new Park and Ride facilities at Stanway and Cuckoo Farm; and in East Colchester and Garrison there are proposals for new bus and train stations. The development at Rowhedge port would not be within the Colchester urban area but would include contributions to sustainable transport.

3.2.3 Tendring District

Location

While Tendring is a mainly rural district, many of the regeneration projects identified have centred around the urban area of Harwich. These include: The developments of the Harwich Navyard and transport interchange, linked to the new Harwich Masterplan; the Harwich Foot Ferry and associated terminal infrastructure; proposed commercial development at Pond Hall Farm on the outskirts of Harwich; proposed development on Station Road in Parkeston; and the proposed container port development at Bathside Bay. Elsewhere, regeneration projects are proposed in the area of Jaywick which is subject to a recently commissioned masterplan, Clacton town centre and there is a further proposal for an employment development at the intersection of the A133 with the A120, between Colchester and Harwich.

Development Type

Of the schemes identified for Tendring District, most are industrially or commercially centred although the Navyard development is proposed as a mixed development, with provision for 486 housing units, and the Jaywick Masterplan and Clacton regeneration project are expected to make provision for residential development. As noted in Section 2.5.3 above, the Tendring District Local Plan has the most stringent affordable housing requirements (40% of housing units compared to between 20% and 35% set by other Local Authorities in the Haven Gateway Sub-region), reflecting a need for affordable housing within the District. However, the Plan predicts a surplus of 220 units in the housing provision for 1996-2011 when compared to the Structure Plan target 'to cover the likelihood of some sites not being completed by 2011'

Brownfield Redevelopment

Of the eight identified regeneration site in Tendring District, three (the Navyard/transport interchange, Clacton regeneration project and Jaywick masterplan) are anticipated to involve significant brownfield redevelopment. The remainder are either greenfield development proposals (Pond Hall Farm and A133/A120 intersection site), or projects where land take will be small. The latter group includes the Harwich Foot Ferry, which will involve only small terminal works on land and the Bathside Bay development where land will be reclaimed from the bay.

Social Inclusion

Within Harwich, the Navyard development offers enhanced public realm, protection and enhancement of the built and natural environment and plans for the transport interchange include a museum and additional public realm space. The Harwich Foot Ferry may bring social benefits associated with linking the centres of Harwich, Shotley and Felixstowe while the Jaywick masterplan and Clacton regeneration project are expected to improve facilities for, and communication with, the local community.

The Clacton Urban Regeneration Project will also bring significant enhancements to the public realm and create a more pedestrian friendly environment. The project will seek to improve public transport interchange facilities and promote easier access to employment opportunities for the workforce.

Transport Sustainability

Not all of the proposed developments in Tendring make a significant contribution towards sustainable transport. The Harwich transport interchange is to be redeveloped to include tourist facilities, residential development and public realm space under the Masterplan

proposals, while the Navyard development involves housing and employment provision within the town centre. The Harwich Foot Ferry would encourage commuting across the estuary between Harwich, Felixstowe and Shotely rather than by private car around the estuary. However, the Bathside Bay container port would increase the need for transportation of goods by road and the development at the intersection of the A133 and A120 would be likely to be accessed predominantly by commuters using private cars.

3.2.4 Ipswich Borough

Location

Ipswich Borough encompasses mainly the urban area of the town of Ipswich. The primary regeneration scheme identified within the Ipswich Borough area is IP-One, a multifaceted regeneration concept based on mixed-use urban redevelopment. Within this overall scheme, several key regeneration projects have been included in the study.

Development Type

Within the IP-One scheme, the waterfront development proposals incorporate plans for residential development, coupled with commercial, leisure areas and tourist facilities. Flood defences are included in the plans to facilitate development of parts of the urban area which lies within a floodplain.

The proposals for regeneration of the Town Centre and Mint Quarter also incorporate a mix of land uses, which will be retail-led.

The Ipswich Village scheme has already commenced, with County Council offices and Crown Court having already relocated to the area. The project will provide a public sector village, commercial, residential and leisure facilities.

The plans for the Education Quarter centre on the establishment of the University Campus Suffolk, supported by the rebuilding of the existing further education college, with additional residential, retail, cultural and leisure facilities. There are also plans for a satellite learning centre outside of the Ipswich urban area which will provide specialist training for the ports and logistics industries.

These schemes will need to be underpinned by a number of critical transport infrastructure improvements. However, a transport strategy has yet to be agreed.

Brownfield Redevelopment

IP-One will encompass the redevelopment of significant areas of brownfield land. Within the Waterfront Development, areas including the docks and former brewery site will be regenerated. In the town centre, the land is largely already developed and the plans centre on consolidation and rationalisation of the uses of this brownfield land.

Social Inclusion

Proposals for the IP-One area include leisure areas on the Wet Dock Island, a visitor centre in the Waterfront East area, public space and waterfront access. Each of the schemes will include enhancements to pedestrian and cycle links which will aim to link the regeneration areas and lessen reliance on motor vehicles for journeys within the city centre. Sports and leisure facilities have been incorporated into the Ipswich Village and

Education Quarter plans, while the waterfront development project will include regeneration of one of Ipswich's most deprived wards.

Transport Sustainability

Provision for sustainable transport have been incorporated into the IP-One development plans with green routes, Enhanced pedestrian and cyclist access, simplified road network and improved control of car access.

3.2.5 Suffolk Coastal District

Location

Although Suffolk Coastal District is a predominantly rural district, the regeneration projects identified are mainly associated with the employment centre of Felixstowe. Suffolk Innovation Park is the exception, being located in Martlesham Heath, to the east of Ipswich.

Development Type

The nature of schemes identified within Suffolk Coastal District is varied but mainly focus around industrial or commercial development. The schemes include a business incubation and graduation space with training centre at Adastral; expansion at the port of Felixstowe; diversification of the Felixstowe economy; and a seafront redevelopment including leisure and tourist facilities and affordable housing provision in the south of Felixstowe.

A masterplan for Felixstowe has been commissioned. This is likely to include potential schemes of regeneration. A final report is expected in November 2005.

Brownfield Redevelopment

Of the four regeneration projects identified for this district, two will involve development of land not previously developed, although one lies within the physical fabric of the town of Felixstowe.

Social Inclusion

Social benefits are expected to come from the three Felixstowe projects in terms of employment and the regeneration of the local economy, particularly due to their location in or adjacent to areas of deprivation.

Transport Sustainability

Although the developments do not appear to have specific sustainable transport measures incorporated, they utilise existing infrastructure, notably the Suffolk Innovation Park, where a network of footways, cycleways and public transport is in place.

3.2.6 Mid Suffolk District

Location

Mid Suffolk is a predominantly rural district, of which only two wards in the far south of the District fall within the Haven Gateway Sub-region. Three potential regeneration projects were identified within this small area, namely a former fertiliser factory (the Scotts Site) at Bramford, the SnOasis site and the former Country Cottage Cooked Meats site in Barham.

Development Type

The proposals put forward for the Scotts Site include a mix of residential and employment land uses, while the proposal for SnOasis is for a leisure and retail development with residential development on adjacent land.

Brownfield Redevelopment

The Scotts Site scheme would involve regeneration of the highly contaminated former factory site, with retention of a listed building and the SnOasis development would make use of a former cement works. However, the adjacent residential development would occupy currently greenfield land.

Social Inclusion

There are no known proposals to include community or leisure facilities as part of the Scotts site development. However, the proposals for SnOasis are predominantly leisure based.

Transport Sustainability

Both the Scotts and SnOasis site are close to the A14 but there are no known proposals for the provision of sustainable transport infrastructure.

3.3 Associated Transport Infrastructure Works

As identified in Regional Spatial Strategy for the East of England, there is a need to “ensure that infrastructure programmes, whether for transport, utilities or social infrastructure will meet current deficiencies and development requirements; and that the responsible agencies will commit the resources needed to implement these programmes and co-ordinate delivery with development”. Those infrastructure projects that are dependant or substantially linked to the regeneration projects are included within Table 3.1. Where the information is available, a distinction has been made between those infrastructure improvements which will be delivered as part of a proposal, or project, and which can therefore be classed as a benefit of the proposal and those which will be required through public funding in order for a proposal to go ahead. The latter may be classed as a constraint to development and as a risk associated with a proposal.

3.4 Projects Requiring Further Investigation

The following table presents those regeneration projects that currently have insufficient information to make further evaluation.

TABLE 3.2 PROJECTS REQUIRING FURTHER INVESTIGATION		
PROJECT	INVESTIGATION REQUIREMENTS	COMMENT
Babergh DC		
None		
Colchester BC		
Stanway Ind Area	Obtain details of location and nature of the development. Require further details on expecting timing of release of land vis a vis existing employment land allocation in North Colchester	Team understands that Colchester BC would prefer North Colchester for employment development
Tendring DC		
None		
Ipswich BC		
None		
Suffolk Coastal		
Felixstowe Masterplan	A masterplan for Felixstowe has been commissioned. This is likely to include potential schemes of regeneration. A final report is expected in November 2005.	
Mid Suffolk DC		
Former Country Cottage Cooked Meats Site, Barham	Further information on site.	Has been the subject of interest for residential development in the past.
Former Mason's Cement Works, Greate Blakenham	Further information on site and application details	Currently the subject of a planning application for residential development

4 STAGE 2 - SCREEN: EVALUATION OF REGENERATION PROJECTS

4.1 Introduction

The evaluation of the regeneration projects has been undertaken in a two-tiered approach. The first tier consists of two sets of evaluation criteria, which assess the regeneration projects against a set of eight development criteria and eight sustainability criteria, respectively. In the second evaluation, aspects of funding and timescale of delivery are explored. In Table 4.4, the three strands of evaluation have been combined to provide a composite evaluation of the performance of each project.

4.2 Development and Sustainability Evaluation

4.2.1 Introduction

This section introduces the evaluation criteria developed to assess the contribution of the various regeneration schemes to the planned future sustainable growth as outlined within the RSS and RES for the Haven Gateway Sub-region.

The success of a project in terms of its contribution to sustainable growth and economic regeneration is dependent on a broad range of considerations, of which some are more easily quantifiable than other which must be assessed through professional judgement.

A total of 16 criteria have been developed to evaluate the contribution of each project towards the objectives outlined in Section 2.1. The evaluation is divided into Development and Sustainability issues, each containing 8 criteria. The specific criteria were selected to enable appraisal of the regeneration projects relevance to regional and local planning policy and strategy. The criteria have been applied to all projects under consideration in the study (where sufficient information exists) and reflect the objectives of the Regional Economic Strategy (RES) and Regional Spatial Strategy (RSS), the Tier 3 regional targets set by EEDA and the recommendations of the Townroe Report. The evaluation process has been used to determine which regeneration proposals should be included in the Implementation Strategy.

The RSS and RES objectives also re-enforce the importance of ensuring that employment, service, tourism, leisure and urban renewal resources are targeted at those areas of the region which are most in need of assistance. This aspect is incorporated into the deprivation and unemployment criteria, which compares the mapping of unemployment and social deprivation indices (see Section 2.5.3) to the location of the regeneration projects.

The RSS and RES objectives include the protection and enhancement of the built, historic and natural environments, reduction in the impact of travel and flooding, ensuring the provision of relevant infrastructure and maximising benefits from international gateways and transport corridors.

The aspects of the Townroe Report recommendations, which provide the context for the Regeneration Study and hence which have been taken forward in the selection of the evaluation criteria include:

- The provision of facilities for IT, visitors and tourists;

- Promotion of social and economic inclusion;
- Inclusion of training initiatives;
- Support for development of higher education or research facilities; and
- Leverage for F2N rail link funding or investment in the trunk road network.

4.2.2 Development Evaluation Criteria

1. Housing

The sub-regional target set out in the RSS is for 50,840 housing units by 2021. This criterion seeks to assess substantial or relative contribution to meet these targets:

non	negligible	moderate	significant
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2. Employment

The sub-regional target as set out in the RES is for 49,700 jobs by 2021. This criterion seeks to assess the potential substantial or relative direct job contribution to meet these targets:

non	negligible	moderate	significant
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3. Affordable housing

This criterion seeks to assess the ability of the regeneration project to deliver affordable housing relative to the target set by the district in which the project is located. (It is recognised that affordable housing can incorporate different elements.)

non	negligible	moderate	significant
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4. Transport Links

This criterion seeks to assess the ability of the project to provide any necessary improvements to transport infrastructure (such as community access to work, improvements to existing transport network - incorporating future capacity, and access to new areas - unlocking land areas) or existing provision of suitable transport infrastructure:

negligible	low	medium	high
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5. Visitor

This criterion seeks to assess the potential ability of the regeneration project to add to or facilitate increased numbers of visitors to the area. This criterion also reflects the potential for provision of tourist industry employment:

negligible	low	medium	high
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6. Learning/education

This criterion seeks to assess the contribution of the project to provision of adult learning and training centres and schemes:

negligible	low	medium	high
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7. Leverage of funding

This criterion seeks to assess the ability of the scheme to leverage alternative funding streams, such as private and European sources :

poor	fair	good	very good
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8. Risks to delivery

Potential for mitigation or minimisation of risks based upon the site and development issues identified within the Section 3.1, the risks have been qualified to range from high to low:

high	medium	low	negligible
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4.2.3 Sustainability Evaluation Criteria

9. Brownfield land

The national target level is 60% of new development located on brownfield (previously used) land. This criterion seeks to measure the ability of the regeneration project to contribute to this target:

non	negligible	moderate	significant
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10. Sustainable Transport

This criterion seeks to assess the potential for the regeneration project to provide improvements to the sustainable transport infrastructure (e.g. contribution to public transport, pedestrian and cycle networks, mixed use development providing live/work areas) or the pre-existence of suitable sustainable transport infrastructure.

non	negligible	moderate	significant
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11. Environmental Enhancement

This criterion seeks to assess the potential ability of the regeneration project to protect and/or improve natural environment, built heritage, public space and green infrastructure:

negligible	low	medium	high
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12. Social Improvement

This criterion seeks to assess the potential ability of the regeneration project to reduce social exclusion and improve the provision of community facilities, such as doctors, community centres and schools:

negligible	low	medium	high
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13. Additionality & synergy

This criterion seeks to assess the ability of regeneration project to enable and/or unlock further regeneration and economic growth within the area:

negligible	low	medium	high
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14. Employment Opportunities areas

This criterion seeks to assess the provision of employment opportunities brought by a regeneration project against the need within the local area or likely commuting zone.

negligible	low	medium	high
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15. Deprived areas

This criterion seeks to assess the provision of facilities brought by a regeneration project against the need within the local area or likely zone of influence, as measured by the Index of Multiple Deprivation.

negligible	low	medium	high
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16. Flood risk

This criterion identifies the level of flood risk and flood protection experienced by each regeneration project site. The worst case constitutes a site within an Environment Agency indicative flood plain, undefended and with no planned defences and the best case, a site which is not in a floodplain.

high	medium	low	negligible
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4.3 **Evaluation of Projects Relevant to Delivery & Sustainability Criteria**

Tables 4.1 and 4.2 below aim to summarise, in an easily accessible format, the performance of each project against the delivery and sustainability criteria set out above. The evaluation uses a scale of green to red with green representing highly performing projects and red poorly performing projects in relation to a given criterion. Those projects which may be considered as highly advantageous and most worthy of pursuing are those which make the greatest contribution to achieving national, regional or sub-regional targets. These will have a greater concentration of 'green' results. The evaluation excludes those projects identified in Section 3.2, which have insufficient project related information to enable a full analysis to be undertaken.

The two primary targets are provision of housing to meet the structure plan requirements and provision of employment to meet the RES targets, since these underpin many of the other RSS and RES objectives. In order to produce a balanced evaluation, two residential housing provision criteria (contribution to housing and contribution to affordable housing targets) and two employment criteria (contribution to job targets and contribution to visitor numbers) have been included. A weighted scoring approach to the criteria was considered, however, it was determined that, in order to meet the objectives of the RSS and the strategic goals of the RES, it would be necessary to consider each of the criteria on equal terms.

TABLE 4.1 DEVELOPMENT EVALUATION OF PROJECTS																													
DISTRICT		BABERGH				COLCHESTER						TENDRING							IPSWICH				SUFFOLK COASTAL				MID SUFFOLK		
<div><div></div><div>PROJECT</div><div>CRITERION</div></div>	BRANTHAM	BRITISH SUGAR	IP8	TXU	HMS GANGES	ST BOTOLPHS	NORTH COLCHESTER	EAST COLCHESTER	GARRISON	PAXMANS FACTORY	ROWHEDGE PORT	HARWICH MASTERPLAN	BLENDTOWER	HARWICH FOOT FERRY	A133/A120 SITE	CLACTON	BATHSIDE BAY	JAYWICK	PONDS HALL FARM	WATERFRONT	TOWN CENTRE/ MINT QUARTER	IPSWICH VILLAGE	EDUCATION QUARTER	SUFFOLK INNOVATION PARK	ENTERPRISE VILLAGE	FELIXSTOWE PORT EXPANSION	FELIXSTOWE S SEAFRONT	SCOTTS SITE	SNOASIS
	HOUSING																												
	EMPLOYMENT																												
	AFFORDABLE HOUSING																												
	TRANSPORT LINKS																												
	VISITOR NUMBERS																												
	LEARNING / EDUCATION																												
	LEVERAGE OF FUNDING																												
	RISKS TO DELIVERY (REVERSE SCORING)																												

TABLE 4.2 SUSTAINABILITY EVALUATION OF PROJECTS																													
DISTRICT		BABERGH				COLCHESTER					TENDRING						IPSWICH				SUFFOLK COASTAL				MID SUFFOLK				
PROJECT CRITERION	BRANTHAM	BRITISH SUGAR	IP8	TXU	HMS GANGES	ST BOTOLPHS	NORTH COLCHESTER	EAST COLCHESTER	GARRISON	PAXMANS FACTORY	ROWHEDGE PORT	HARWICH MASTERPLAN	BLENDTOWER	HARWICH FOOT FERRY	A133/A120 SITE	CLACTON	BATHSIDE BAY	JAYWICK	PONDS HALL FARM	WATERFRONT	TOWN CENTRE/ MINT QUARTER	IPSWICH VILLAGE	EDUCATION QUARTER	SUFFOLK INNOVATION PARK	ENTERPRISE VILLAGE	FELIXSTOWE PORT EXPANSION	FELIXSTOWE S SEAFRONT	SCOTT'S SITE	SNOASIS
	BROWNFIELD LAND																												
SUSTAINABLE TRANSPORT																													
ENVIRONMENTAL ENHANCEMENT																													
SOCIAL																													
ADDITIONALITY/ SYNERGY																													
UNEMPLOYMENT AREAS																													
DEPRIVED AREAS																													
FLOOD RISK (REVERSE SCORING)																													

Scale

Negligible / Poor
Low / Fair
Medium / Good
High / Very Good

4.4 Summary of Results

Projects with the greatest number of green entries may be classed as high performing in terms of their contributions to the sustainable growth and economic regeneration evaluation criteria. It can be seen from Tables 4.1 and 4.2 that the greatest concentrations of green entries, particularly from the Sustainability Evaluation, are generally associated with the major urban mixed use developments since, by virtue of the variety of land uses and facilities incorporated into these proposals, they have the best ability to contribute to the greatest number of objectives.

4.5 Economic & Funding Evaluation

4.5.1 Introduction

This section provides another layer of analysis targeted towards assessing the economic and funding issues surrounding the regeneration proposals.

The following sections (Section 5.2) provide the background to the economic analysis and evaluation, as well as providing an overview of the funding streams available, followed by the economic and funding evaluation itself (Section 5.3).

4.5.2 Market Status & Potential Funding

A description of the Haven Gateway sub-regional economy at the time of writing (2004) was included in the Townroe Report. It noted that the population growth rate since 1990 has been above the national average but below the average of the East of England region. Forecasts for the sub-region anticipated a possible acceleration in population growth when compared to that experienced in the 1990's.

There was a 9% increase reported in the total number of 'workplace jobs' (defined as employees in employment added to the self employed) in the sub-region between 1990 and 2000, with a further 9% rise expected between 2000 and 2010. Three main economic drivers for the sub-regional economy were identified:

- Transport and Communications (including ports and port related industries);
- IT, IT equipment and related activities; and
- Insurance.

It was also noted that the tourism and entertainment sectors were strong, if not dominant, in the sub-region, which is reflected in the RSS objective to 'improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged'. Employment levels are discussed in section **.

4.5.3 Market Demand

4.5.3.1 Commercial market

A commercial market overview has been carried out for the main office, industrial and retail/leisure markets based on advice from estates surveyors and valuers based in Ipswich and Chelmsford and with significant current experience in the commercial markets of the Haven Gateway area. Specific market indicators were provided by the surveyors based on the broad types of use and sites identified in the programme.

Key market indicators⁶ provided by the surveyors and from other relevant project studies are as follows:

- Current rental levels for industrial and small business premises average around £35 - 50 per sq.m. per annum in Ipswich and Felixstowe – the upper levels being achieved for modern warehousing premises. Rates are somewhat higher in Colchester averaging £50 per sq.m. Small business premises of less than 500 sq.m will fetch up to £70 per sq. m. Generally the industrial market is strong – particularly in Ipswich and Felixstowe where current availability is down to around 2% of stock.

- The office market in both Ipswich and Colchester is weaker due to the lack of reasonable quality supply and an underlying low level of demand. Current office rents for secondary town centre offices are around £60 - 90 per sq.m. per annum in Ipswich and are not significantly different in Colchester at £80 - 90 per sq.m. The limited number of prime town centre offices in both centres will fetch £140 - 150 per sq.m. though serviced offices and studios on an easy-in / easy-out basis have achieved higher levels. The weakness of the market is somewhat historic in the sense that in the past demand has come from the head quarters and service functions of major regional industrial and financial service companies which have declined, moved, out-sourced or consolidated many of these functions. In Colchester there is a more limited stock of premises and market values have therefore held up better – but throughout the area there is a need for market stimulus and more prime stock.
- The edge of town business park market has been limited with steady but limited demand from B1 and B2a companies resulting in slow take up levels. Rental levels achieved have, however, reached £130 per sq.m. per annum reflecting the still limited supply.
- Retail, restaurant and leisure rental levels reflect existing prime space rentals of around £75 - £100 per sq.m. but significantly less in what are usually more secondary locations. Surveyors have noted that there has been relatively little retail and leisure / evening economy development in the area to give good comparable data.

Although overall development values are not quoted, they are relevant to the overall viability of some types of development for investment. Generally the commercial investment market is strong at present and the Haven Gateway markets compare favourably with non-metropolitan markets nationally with current yields of around 8% for offices, 8-10% for small industrial freeholds and around 6% for retail and similar development.

Generally, the current market view in the sub-region is that there is a significant difference between the traditional office and industrial markets. Current office property markets are limited to Ipswich and Colchester and values have been fairly weak largely because of the lack of demand in the office and small business unit sector and the lack of quality supply to attract new developments. Values generally lag behind the regional norm (compared with Norwich, Cambridge and Chelmsford). In the industrial and warehousing sector however there is strong demand driven in particular by the growth of Felixstowe – resulting in very limited supply particularly in Suffolk. Both the office and retail / leisure markets point to lack of investment in the town centres and surrounding inner urban locations.

In these circumstances the Regeneration Programme must seek to raise values through stimulating demand and leveraging investment to provide a better quality offer, as has been achieved for example in the centre of Norwich. Specifically, this approach should be designed to stimulate “rising market conditions” for viable, large scale development.

4.5.3.2 Residential market

In the case of the residential market, the market status assessment assumes that, in the light of recent house price performance in the Haven Gateway sub-region, virtually

all residential development will be viable for private sector implementation provided that normal land assembly and infrastructure servicing requirements are met. The main risk factor constraining implementation – and viability – will be the level of affordable housing requirement in the area which is high; and up to 40% in Tendring. This is identified as a risk factor in some cases.

4.5.4 Market status of developments

Based on the market assessment indicators above it is possible to categorise the capital development projects that make up the regeneration projects into the three broad “market status” categories thus:

- projects that are expected to be viable for private sector implementation in the market conditions current at the time of development (“**Market Projects**”).
- projects which are not expected to be viable for the private sector but have measurable leverage and regeneration impact through the direct and indirect economic benefits they generate. These are key catalytic projects that can attract public sector financial or other support or be implemented by public agencies. (“**Leverage Projects**”).
- projects that are expected to be viable for private sector implementation in “rising market” conditions where public sector investment, policy and the cumulative impact of the Regeneration Programme are expected to improve market values and make projects more financially sustainable. (“**Rising Market Projects**”).

4.5.5 Overview of Public Funding Sources

Those projects identified as “leverage projects” – as well as some “market projects” which will require some investment in off-site public infrastructure – will be required to source public funding for the development or to leverage private investment in a partnership scheme. This may come from a variety of alternative sources, and will probably require a “cocktail” of different funds. These will include the main spending programmes of the relevant central and local government bodies and discretionary funding from other public programmes.

In the following Section 6 of the report, public funding requirements of projects are identified as far as possible, including funding which has been secured and recommendations on other potential sources which may be considered.

Based on this, the following public funding sources have been identified as potential sources of capital funding support for the type of regeneration projects identified in the Haven Gateway area. These fall into two main groups:

4.5.5.1 Main Spending Programmes of Central and Local Government

A number of major public infrastructure projects will fall within the responsibility of central government departments and their implementation agencies – particularly for transport infrastructure. The main agencies from which funding will be required from main spending programmes include:

- Defra: Environmental Agency funding – for flood defence and other environmental protection
- DfT: Highways Agency funding – for trunk road improvements
- DfT: Rail and public transport project funding

Similarly both tiers of local government will be expected to meet some project expenditure from their main spending programmes and other locally administered programmes including:

- County and District main spending programmes – eg. estates, leisure, open space, economic development, education etc.
- Local Transport Plan (LTP) funding of both Essex and Suffolk County Councils

4.5.5.2 Discretionary Funding Programmes

Many projects will look to a series of nationally, European, regional or locally funded programmes for discretionary support where projects meet the priorities and criteria of the programmes and the agencies concerned. These agencies and programmes include:

- **ODPM: Growth Point** project funding (subject to winning of Growth Point status) – The main vehicle for project support from ODPM would be as a result of securing Growth Point status for Haven Gateway. Securing status would require accelerated and planned growth that is consistent with regional strategies and subject to normal statutory procedures. If successful the Partnership will receive a share of £40m (primarily capital) funding in the period 2006-2008 to prepare for additional growth and become more sustainable through better infrastructure and a wider and more enhanced employment base⁷.
- **English Partnerships:** As the UK government's principal land regeneration agency EP is responsible for a number of major land assembly and development partnership funding and land reclamation and decontamination funding programmes. The most relevant include:
 - **Strategic Joint Ventures and land sales** – The SJV Division of EP was created to devise and bring forward a range of initiatives particularly those related to the re-use of previously developed or brownfield land. EP has a portfolio of 6,000 hectares of land for sale and sites marketed for speculative development are tendered. English Partnerships will however enter into direct negotiation with occupiers or developers with confirmed occupiers for B1, B2 or B8 developments
 - **The Land Restoration Trust** - Endorsed by the Government in its Sustainable Communities Plan, the Trust will acquire derelict land that is not considered to have any economic value and will work with local management partners to create new sustainable "green amenities" providing social, economic and environmental benefits for both people and nature.
 - **The Hospital Sites Programme** - provides former hospital sites across England, including 4 sites in the Haven Gateway area. English Partnerships will have a key role in determining the best future use for each of the sites in line with the government's policy to create sustainable communities and make best use of surplus public sector land

- **EEDA:** Corporate Plan allocations for selected projects – EEDA have identified four separate products that they plan to concentrate their funding on in the planning period 2005/6-2007/8. Three of these are likely to be relevant for the Haven Gateway Regeneration programme
 - **Enterprise Hub Programme** - EEDA is undertaking a 10 year programme which will see a network of enterprise hubs developed across the region. In addition to existing and planned centres, EEDA aims to look at the feasibility of a public private partnership or private finance initiatives for future infrastructure and services programmes. The programme is likely to include access to relevant training and educational programmes, networks, finance, opportunities, R&D centres and institutions, and support services⁸.
 - **Investors in the Community programme** - Investing in Communities is a catalytic programme which promotes a holistic approach to social inclusion, by supporting long-term strategic planning to tackle disadvantage and by encouraging the co-ordination of public sector resources and interventions to deliver agreed priorities².
 - **Regional Renaissance Initiative** – aims to ensure a planned approach to sustainable growth to develop new and rejuvenated places of high quality. EEDA will use its influence and resources to ensure that every major settlement has a suite of area strategies, masterplans and design briefs; will invest its own capital resources in strategic sites which would not otherwise be developed; and develop pilot and demonstrator projects.

- **European Union Funds** - European funding is only likely to be available through selected ERDF or other sector programmes with a particular focus on coastal regeneration areas, including:
 - **ERDF** - selected regional funds such as “COAST” programme funds – COAST, Coordinated Action for Seaside Towns, established in 1991, is a grouping of European coastal areas working together to secure the economic, social and environmental regeneration of their regions, by influencing national and European policy on coastal issues. COAST has been successful in the past attracting European Funding for projects covering tourism, cultural heritage and training⁹.
 - **Selected sectoral funds** such as “SAIL” programme funds - SAIL is part of the European Commission backed Innovating Regions of Europe initiative which aims to enable regions to access new tools and schemes for innovation promotion and to create an inter-regional learning process. It also seeks to put innovation at the top of the regional policy agenda and supports a range of targeted networks under its banner¹⁰.

- **English Heritage Grants** – English Heritage grant schemes cater for designated sites and buildings considered nationally outstanding (scheduled ancient monuments, buildings listed grade I or II*, registered parks and gardens grade I or II*) and for buildings in conservation areas. They can address area-based projects as well as projects focussed on a single asset. The scope is wide but there is great pressure on our limited resources and there is a need for careful prioritisation. Projects are therefore subject to a need assessment process, which is set out in the published guidance. Our overriding priorities are to concentrate funds on:

- Significant elements of the historic environment at risk; and
 - Projects where there is a lack of alternative funding from public or charitable sources.
- **Architectural Heritage Fund (AHF)** – provides grants for the preservation and reuse of listed buildings. The Architectural Heritage Fund is a registered charity founded in 1976 to promote the conservation of historic buildings in the UK. It does this by providing advice, information and financial assistance in the form of grants and low interest working capital loans for projects undertaken by building preservation trust (BPTs) and other charities throughout the UK¹¹. The Architectural Heritage Fund will normally lend up to £750,000 at a nominal rate of interest for a building of grade I standard whilst it is being repaired to assist with both cash flow and reducing the need for guarantees and commercial loans during conversion.
 - **National Lottery** – makes funding available for defined classes of projects under a number of programmes. The most relevant are likely to be:
 - The BIG Lottery is the revised structure for funding the good cause projects on behalf of the national lottery. Big Lottery will continue to fund for charities and the voluntary sector and health, education and the environment, but will also take on the Millennium Commission's ability to fund large-scale regenerative projects. It will be a fund for community transformation, from smaller grants at local level through to big capital projects, intended to regenerate and revitalise communities.
 - Heritage Lottery Fund (HLF) – including Townscape Heritage Initiative and Local Heritage Initiative - The Heritage Lottery Fund (HLF) enables communities to celebrate, look after and learn more about their diverse heritage including museums and historic buildings, parks and nature reserves and celebrating traditions, customs and history¹².
 - **Football Foundation** funding for improvement / development of new football grounds - The Football Foundation is a unique partnership funded by The F.A. Premier League, The FA and the Government. The Foundation is the UK's largest sports charity. The Foundation is investing in parks, schools and playing fields and within communities, to promote education and social inclusion. The mission of the Football Foundation is to improve facilities, create opportunities and build communities. With grants ranging from £100 to £1m, the Foundation can help with various needs including a new changing room, community projects, floodlights, pitch drainage or equipment ¹³.

4.5.6 Economic and Funding Evaluation

This section provides an analysis of the implementation programming and funding for those projects which have been subjected to the Regeneration Programme project evaluation. Table 4.3 indicates the expected programme period for the project. Projects are classified as:

- 2006 – 2010 - Short term projects for commencement and completion in this period (including projects already commenced)
- 2008 – 2015 – Short to medium term projects for commencement and completion in this period
- 2010 – 2015 Medium term projects for commencement and completion in this period
- 2016 to 2020 - Long term projects for commencement and completion in this period

Some medium and long term projects have been combined over the periods due to uncertainty as to commencement and completion period.

For each of the projects analysed in this chapter the following indicators are included:

- **Market Status:** this indicator drives the implementation analysis and is based on the three categories of market viability developed in Section 5. Market Status determines in particular the relative roles of the private and public sectors in leading implementation and funding.
- **Lead Agency:** identifies where the private sector is expected to lead and, where they are not, which of the relevant local public agencies is expected to coordinate the project and the inputs of other agencies. In some cases agencies will lead a project jointly.
- **Potential Public Funding Sources:** identifies potential (not necessarily committed) funding sources for this type of project drawing on the list of sources identified in Section 5.
- **Risks:** summarises the outstanding types of risk for the implementation and funding of the project.

The following table (Table 4.3) presents the Programme and Funding plan for those regeneration projects

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
Babergh DC						
Brantham Industrial Park	2006 - 10	Private Sector <u>Project Partners:</u> Babergh DC HGP	Market Project	Private sector funding led £0.2million for site appraisal and studies	<u>Potential Funding Sources</u> ODPM – Growth Point project funding - £0.2million (Studies)	Multiple landowners – needs collaborative approach Need to retain existing companies
British Sugar Site	2011 - 15	Private Sector / Babergh DC	Rising Market Project	<u>Budget Cost</u> Not determined due to project timescale £0.2million for site appraisal and studies	<u>Secured Funding</u> Not determined due to project timescale <u>Funding Deficit</u> Not determined due to project timescale <u>Potential Funding Sources</u> ODPM – Growth Point project funding – £0.2million (Studies)	Needs agreement on mixed use development Probable contamination – public funding requirement Needs S.106 for access improvements Awaiting outcome of planning inquiry - aspirations for increased residential uses
IP8	2011 - 15	Private Sector	Rising Market Project	Private sector funding led	None	Site owner wishes to sell for residential development Potential change to residential allocation through a Local Plan inquiry
TXU (E-ON) Site	2011 - 15	Private Sector	Market Project	Private sector funding led	None (Some land to be sold in order to fund access improvements)	Possibly limited demand in this location S106 required to fund A137 access

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
HMS Ganges Site	2006 - 10	Private Sector	Market Project	Private sector funding led	None	Needs S.106 for access improvements Affordable housing requirement Has been called in by Secretary of State
Colchester BC						
St Botolph's A. Visual Arts & Cultural Facility B. Green Park Area C. Bus & Transport Interchange D. Magistrates Court Complex E. Retail Area – 350,000 sq.ft. F. Residential G. Hotel	2006 - 15	<u>Project Partners:</u> Arts Council East Colchester BC Essex County Council EEDA English Heritage University of Essex	A-D Leverage Project E-G Market Project	<u>Budget Cost</u> Public infrastructure costs (St Botolph's Circus, streets, parks, etc) £27m Private development cost – none secured. VAF cost £16.5m (£14m public; £2.5m private) VAF secured funding – EEDA £5m, East of England Arts 35m, ECC £2.5m, University £1m, Colchester BC £0.5m Vineyard Gate development (including retail, residential) cost: £150m (£147m private; £3m public needed)	<u>Secured Funding</u> N / Av <u>Funding Deficit</u> N / Av <u>Potential Funding Sources</u> ODPM – Growth Point project funding Private sector – Section 106 agreements EEDA Arts Council England, East Essex CC Colchester BC Big Lottery (VAF) Essex LTP	Planning consent Further traffic modelling Land assembly incomplete and local authority land agreements required S106 agreement required for high quality public realm

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
				through LTP) Stanway Park and Ride cost (not including road infrastructure) £3.2m		
North Colchester A. Residential – 1,500 units B. Employment Zone – 3,500 jobs C. Stadium & Sports Complex D. Regional Conference Centre E. Park and Ride	2006 - 15	Colchester BC <u>Project Partners:</u> Private Sector English Partnerships	A. Market Project B – E. Leverage Projects	Stadium cost: £16m £25m for infrastructure	<u>Secured Funding</u> Stadium: £2.9m through sale of existing stadium <u>Funding Deficit</u> <u>Potential Funding Sources</u> English Partnerships - former Severalls Hospital site. Sale of an enabling development site for the stadium would provide approximately £7m however a new junction is needed before the sale is likely ODPM - Growth Point project funding– £2.5 million Colchester BC Essex LTP - for Park and Ride Housing Corporation Football Foundation	Planning permissions outstanding Infrastructure funding needed through S106 to secure of Northern Approach (final phase) /Implementation of A12 Junction / East-West Link Road Marketing of hospital site by English Partnerships to secure delivery the S106 infrastructure package Need to secure public funding to accelerate infrastructure provision

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
<p>East Colchester note some info confidential – CBC to confirm info can be published</p> <p>A. 400,000 sq. ft. Research Park</p> <p>B. Residential – 1,500 units</p> <p>C. New University Train Station</p> <p>D. Tidal Barrier</p> <p>E. Maritime Centre</p> <p>F. Community Facilities / Schools</p> <p>G. Green Links / Lake / Wetland</p> <p>H. Student Accommodation – 600 units</p>	2006 - 15	<p>Colchester BC</p> <p><u>Project Partners:</u> Essex CC University/Carrisbroke ODPM COLBEA SRA Jobcentre+ Groundwork Trust</p>	<p>Leverage Project – Residential development (B) leveraging Research Park and other public infrastructure</p>	<p><u>Budget Costs</u></p> <p>Tidal Barrage £13m University research park - £15m</p>	<p><u>Secured Funding</u></p> <p>£2.4m Government grant ODPM - £4.9 million University research park - £3.6m of public funding; £6.5m from sale of university land</p> <p><u>Funding Deficit</u></p> <p>Tidal barrage - £13m University - £7.5m</p> <p><u>Potential Funding Sources</u></p> <p>ODPM - £4.9 million Interreg funding Defra (EA) DfT (Rail) New Rail Station National Lottery Colchester BC Essex LTP</p> <p>University research park - EEDA £3.6m Planning Gain: £5m of works (mooring basin, 3 footbridges, railway station, nature conservation area and</p>	<p>Need to secure funding for highway infrastructure improvements required to A133 and Park and Ride</p> <p>Significant decontamination costs Unlikely that S. 106 would cover all infrastructure and remediation costs</p> <p>Planning consent - Loss of developer interest and take-up due to speed of infrastructure provision not matching pace of development</p>

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
					relocated gypsy site) £7m contribution to infrastructure	
(Colchester) Garrison A. Residential – 2, 000 units B. Community Sports Facilities C. New School D. Improved Town Rail Station	2008 - 15	Private Sector	Market Project (plus public infrastructure)		<u>Secured Funding</u> PFI (£1.5billion) <u>Funding Deficit</u> Not identified <u>Potential Funding Sources</u> DfT (Rail) AHF HLF	Listed Buildings / Archaeology costs Possible that works necessary will not be covered by S. 106 Need to identify infrastructure funding sources
Paxman's Factory	2006 - 10	Private Sector	Market Project	Private sector funding led	None	S106 agreements necessary for public realm
Rowhedge Port	2011 - 15	Private Sector	Market Project	Private sector funding led	None Potential funding could include Housing Corporation funding for affordable housing	Viability of S106 agreements to be negotiated providing significant public benefits Contamination and other unknown costs Multiple landowners - Land assembly of BAP site leased from Associated British Ports Provision of 25% affordable housing
Tendring DC						
Harwich Masterplan	2008 - 15	Tendring DC / Private	Leverage Project	N/Av	<u>Secured Funding</u>	Navyard relocation - potential issue if

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
<p>A. Navyard Redevelopment</p> <p>B. Bus & Train Transport Interchange</p>		<p>Sector</p> <p>Project Partners: HPG – Chair of Harwich Implementation Group, support and access to funding TDC – Planning authority Private Sector Developers</p>			<p>N/Av</p> <p><u>Funding Deficit</u> N/Av</p> <p><u>Potential Funding Sources</u> Investors in the Community ODPM – Growth Point project funding Interreg</p>	<p>sufficient funding not available Affordable housing</p>
Commercial site west of Station Road, Parkeston (Blendtower)	2011 -2020	Private Sector	Rising Market Project (subject to implementation of Bathside Bay)	Private sector funding led	None	<p>Land assembly and ownership issues</p> <p>Commercial feasibility study required to prove market demand</p>

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
Harwich Foot Ferry	2006 - 10	Haven Gateway Partnership Project partners: Harwich Haven Authority Hutchinson Ports UK Ltd Suffolk County Council Essex County Council Tendring District Council Suffolk Coastal District Council Babergh District Council	Leverage Project	<u>Budget Cost</u> Total cost for vessel - £200k Cost of Landguard landing facilities £400k Harwich landing facilities £40k King Edward VII Drive - £1m Dredging costs at all 3 venues – unknown	<u>Secured Funding</u> £325,000 funding secured ODPM - £100,000 EEDA - £100,000 <u>Funding Deficit</u> £1.16m plus dredging costs <u>Potential Funding Sources</u> ODPM – Growth Point project funding	Success of public funding applications Dependent on port expansion Planning consent
Land east of A133 and South of A120	2011 - 15	Private Sector Project Partners: Essex CC Tendring DC EEDA	Leverage Project	N/Av	N/Av	Need to identify / secure public funding
Clacton Town Centre Urban Regeneration Project	2008-15	Tendring District Council Project Partners: ECC Private sector	Leverage Project	<u>Budget Cost</u> Not determined - subject to Action Area Plan and Masterplan	<u>Secured Funding</u> £2.4m ODPM funding allocated under the Stronger and Safer Communities Fund <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> ODPM,	Area Action Plan and Masterplan needed Private sector partners to be identified. Funding sources to be identified.

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
					ECC, TDC	
Bathside Bay Development	2011 - 20	Private Sector	Market Project	£300m – private sector funding led (from HPUK)	None	Planning consent Implement comprehensive Sec.106 package including rail and A120 improvements and provision of compensatory habitat at Hamford Water
Jaywick Masterplan	2008 - 15	Tendring District Council Project Partners:	Leverage Project	<u>Budget Cost</u> Not determined - subject to Action Area Plan and Masterplan	<u>Secured Funding</u> None <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> ODPM Home Office ECC LTP EEDA TDC	Area Action Plan and Masterplan needed Private sector partners to be identified. Funding sources to be identified. Bid under Local Transport Plan to be approved. Public sector housing funding to be secured
Pond Hall Farm [some info confidential – TDC to confirm info can be published]	2011-20	Private Sector	Rising Market Project	Private Sector S106 funding for A120 access	None	Assessment of commercial viability needed in light of significant infrastructure requirements Demand arising from successful implementation of Bathside Bay S106 for A120 access

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
Ipswich BC IP-One Area projects:						
1) The Waterfront						
A. West Dock Island Site – residential and leisure development	2008 - 15	A. West Dock Island Private Sector led partnership Project Partners: Ipswich Borough Council Suffolk County Council Associated British Ports	A. West Dock Island Market Project	A. West Dock Island Private Sector S106 funding required	A. West Dock Island None	A. West Dock Island High reliance on private sector coordination and cooperation Complex S106 and other agreements required Financial viability of value created and developer obligations
B. Residential and commercial development (incorporating Brewery site)	2011 – 15	B. Res & Comm Development: Private Sector led partnership Project Partners: Private sector housebuilders ABP IBC SCC EEDA	B. Res & Comm Development: Market Project	B. Res & Comm Development: <u>Budget Cost</u> N/Av Brewery site - £8m	B. Res & Comm Development: <u>Secured Funding</u> N/Av <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> EEDA ODPM £1m Brewery <u>Secured Funding</u>	B. Res & Comm Development: High reliance on private sector coordination and cooperation Complex S106 and other agreements required Financial viability of value created and developer obligations

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
C. Cultural and community facilities	2006 - 10	C. Cultural & Comm Facilities Ipswich BC led partnership Project Partners: Ipswich Society Private Sector Associated British Ports University Campus Suffolk/Suffolk College East of England Tourist Board EEDA Suffolk Tourism P'ship Suffolk CC	C. Cultural & Comm Facilities Leverage Project	C. Cultural & Comm Facilities <u>Budget Cost</u> £3.1m	ODPM - £4 million EEDA - £4 million <u>Funding Deficit</u> Nil C. Cultural & Comm Facilities Ipswich BC <u>Secured Funding</u> ODPM - £700,000 EEDA - £700,000 Private Sector (Persimmon Homes) - £1.7 million <u>Funding Deficit</u> None	C. Cultural & Comm Facilities Contaminated / Archaeological site Timely land assembly Flood Defences Need to secure public funding
D. Flood defences – creation of tidal surge barrier	2011 - 15	Flood Defences Ipswich BC Environmental Agency <u>Project Partners:</u>		Flood Defences <u>Budget Cost</u> £40 million	 Flood Defences	

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
		DEFRA ODPM EEDA			<u>Secured Funding</u> None <u>Funding Deficit</u> £40m <u>Potential Funding Sources</u> ODPM Growth Point Funding - £2m EEDA - £2m Defra (EA) - £36 million Intereg	
2) Town Centre and Mint Quarter A. Mint Quarter – retail led commercial development B. Westgate Quarter – retail-led commercial development	2006 - 10	A. Mint Quarter Private sector led partnership <u>Project Partners:</u> Shearer NCP Ipswich BC	A. Mint Quarter Market Project	A. Mint Quarter Private sector funding led	A. Mint Quarter None	A. Mint Quarter High reliance on private sector coordination and cooperation Financial viability of value created and developer obligations
	2011 - 15	B. Westgate Quarter Private sector led partnership - Project Partners to be identified	B. Westgate Quarter Rising Market Project	B. Westgate Quarter Private sector funding led	B. Westgate Quarter None	B. Westgate Quarter High reliance on private sector coordination and cooperation Financial viability of value created and developer obligations

TABLE 4.3	ECONOMIC & FUNDING EVALUATION					
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
3) Ipswich Village						
A. Public Sector Village – public offices, crown court, office development	A-B 2008 - 15	A-B Public Sector / Leisure Village Public sector led partnership	A-B Public Sector / Leisure Village Leverage Project	A-B Public Sector / Leisure Village N/Av	A-B Public Sector / Leisure Village N Av	Development Brief currently being produced
B. Local Authority owned car park site – conference/leisure led development		Project Partners: Ipswich BC Suffolk Police EEDA Housing associations Private sector				High reliance on private sector coordination and cooperation Market constraints on securing public objectives Complex S106 and other agreements required Flood risk. Success of public funding applications
C. Residential Development	2011 – 15	C. Residential Development	C. Residential Development	C. Residential Development	C. Residential Development	
		Private Sector led partnership - project partners to be identified	Rising Market Project	Private sector funding led	None	Relocation of bus depot and surrounding industrial uses
4) Education Quarter						
A. University Campus, Suffolk	A-B 2008 - 15	A-B University / College Campus Public partnership project	A-B University / College Campus	A-B University / College Campus	A-B University / College Campus	A-B University / College Campus

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
B. Suffolk College Improvements	C. 2011 - 15	<u>Project Partners:</u> HEFCE EEDA Ipswich BC Suffolk CC	Leverage Project	<u>Budget Cost</u> £150m	<u>Secured Funding</u> HEFCE - £15m <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> Seeking £9million from ODPM sponsorship	Development Brief currently being produced
C. Student Accommodation/ Residential and Leisure Facilities		C. Student / Residential Development Private Sector led partnership - project partners to be identified	C. Student / Residential Development Leverage Project	C. Student / Residential Development N/Av	C. Student / Residential Development N/Av	Success of public funding applications C. Student / Residential Development Development Brief currently being produced Success of public funding applications

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
5) IP-One Associated infrastructure A. Major Public Transport Interchange B. Town Centre/Rail Station Links C. National Cycle Routes D. East-West Highway Capacity E. Links from Education Quarter to Town Centre	2008 - 15	Ipswich Borough Council (coordinating) Project Partners: Ipswich BC Suffolk CC Private Sector	Leverage Project	<u>Budget Cost</u> N Av	<u>Secured Funding</u> £800,000 of funding SCC have committed a minimum of £0.5m <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> LTP; Star Lane/Gyratory works anticipated to be funded largely through LTP and council highway revenue budgets	

TABLE 4.3 ECONOMIC & FUNDING EVALUATION						
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
Suffolk Coastal DC						
Suffolk Innovation Park	2006 - 10	EEDA Project partners: BT Suffolk CC Suffolk Coastal DC Suffolk Development Agency Private sector developer	Leverage Project	<u>Budget Cost</u> Development - £60m Infrastructure - £12m (£8m net of land receipt)	<u>Secured Funding</u> None <u>Funding Deficit</u> Infrastructure - £8m <u>Potential Funding Sources</u> EEDA – £7m (no additional EEDA match funding) ODPM - £1m (for Local Authorities) ODPM – Growth Point project funding Highways Agency	Relocation of BT facilities A12 improvements and other adjoining roads needed Land assembly Infrastructure Funding deficit Need to secure public funding
Felixstowe Enterprise Village	2006 - 10	Suffolk Coastal District Council Project partners: EEDA English Partnerships Haven Gateway Partnership Trinity College Cambridge Suffolk Coastal DC Suffolk CC Suffolk Regeneration Trust Private sector developer	Leverage project	<u>Budget Cost</u> £3 million £201k of infrastructure costs excluding design fees etc	<u>Secured Funding</u> None <u>Funding Deficit</u> £3.2m <u>Potential Funding Sources</u> EEDA English Partnerships	Securing public funding Private sector participation

TABLE 4.3		ECONOMIC & FUNDING EVALUATION				
PROJECT	PROGRAMME PERIOD	LEAD AGENCY	MARKET STATUS	COSTS	FUNDING REQUIREMENT	ANTICIPATED RISKS TO PROJECT IMPLEMENTATION
Felixstowe Port Expansion	2006 - 10	Private Sector	Market Project	private sector funding led	None	Planning consent Negotiation of Section 106 Agreements to fund improvements to A14 / new rail terminal / rail improvements to Nuneaton
Felixstowe South Sea Front Redevelopment	2008 - 15	Private Sector – Partnership between Suffolk Coastal DC and house building company	Rising Market Project	private sector funding led	None	Need for CPO Planning consent SAM consent Section 106 negotiations
Mid Suffolk DC						
Scotts Site	2008 - 15	Private Sector	Market Project	Private sector funding led	None	A14 junction and access improvements needed Remediation costs to owner
SnOasis	2011 - 15	Private Sector	Market Project	<u>Budget Cost</u> £300m	<u>Secured Funding</u> Private except for public funding to upgrade / expand A14 / A12 junction <u>Funding Deficit</u> N/Av <u>Potential Funding Sources</u> Highways Agency (A12 / A14 Junction Imps.)	Site remediation Traffic impacts Strategic waste site

Note: The Tendring District Local Plan and Felixstowe Master Plan are currently in draft form.

4.6 Summary of Results

Table 4.4, below, provides a summary of the performance of the identified regeneration projects in terms of development, sustainability and funding/delivery criteria.

It can be seen from the table that very few projects succeed in achieving a 'good' result in all three evaluations. The three projects to achieve this are all mixed-use urban regeneration projects (East Colchester, Colchester Garrison and Ipswich Waterfront). In terms of the funding and delivery evaluation, the Ipswich schemes have been divided into their constituent projects, since these aspects may vary significantly within a given scheme.

Only one project achieved a 'poor' rating in all three evaluations. This was the employment scheme proposed for the A133/A120 site. This is a single use scheme outside the urban area, with a reliance on private cars in terms of the commuting workforce and with no secured private sector funding.

However, it is evident from Table 4.4 that, between these two extremes, a number of schemes performed well across the three evaluations. These schemes have been taken forward into the Implementation Plan presented in Section 5, where their performance is further discussed.

The evaluations can be used to determine which projects contribute to the key objectives for the sub-region. It is recognised that the focus of any particular project may differ from another and, therefore, its relative contribution to objectives may vary. As such, a holistic view may be taken when using these evaluations to determine the HGP priority regeneration projects.

TABLE 4.4 PERFORMANCE OF PROJECTS IN THE EVALUATION

DISTRICT	BABERGH					COLCHESTER						TENDRING								IPSWICH				SUFFOLK COASTAL				MID SUFFOLK		
PROJECT	BRANTHAM	BRITISH SUGAR	IP8	TXU	HMS GANGES	ST BOTOLPHS	NORTH COLCHESTER	EAST COLCHESTER	GARRISON	PAXMANS FACTORY	ROWHEDGE PORT	HARWICH MASTERPLAN	BLENDTOWER	HARWICH FOOT FERRY	A133/A120 SITE	CLACTON	BATHSIDE BAY	JAYWICK	PONDS HALL FARM	WATERFRONT	TOWN CENTRE/MINT QUARTER	IPSWICH VILLAGE	EDUCATION QUARTER	SUFFOLK INNOVATION PARK	ENTERPRISE VILLAGE	FELIXSTOWE PORT EXPANSION	FELIXSTOWE S SEAFRONT	SCOTTS SITE	SNOASIS	
EVALUATON																														
Development Evaluation	M	P	M	P	G	M	G	G	G	M	M	M	P	M	P	G	M	M	M	G	M	G	M	M	M	M	M	G	M	G
Sustainability Evaluation	P	M	P	M	M	G	M	G	G	G	M	G	M	G	P	G	M	G	P	G	G	G	G	M	P	M	G	M	P	
Funding and Delivery Evaluation	M	P	P	M	G	M	G	G	G	G	M	M	P	G	P	M	G	M	P	G	G	M	M	G	M	G	M	G	M	

Key

G – Good performance in the evaluation
M – Moderate performance in the evaluation
P – Poor performance in the evaluation

5 STAGE 3 – SELECT: IMPLEMENTATION PLAN

5.1 Introduction

This section presents the Implementation Plan and Performance Management tools. Within the implementation plan, the projects have been divided into short term; short to medium term; medium term; and long term projects, depending on their timescales for completion. For each category, projects have then been identified which performed well in the evaluation detailed in Section 4.

Performance management has been approached using a number of Milestones, both for monitoring of performance within a given project and for wider monitoring of the ability of projects to deliver the strategic objectives.

5.2 Short Term (Catalyst) Projects

A number of regeneration projects have been selected as Catalyst Projects ('quick wins') based on their performance relative to the evaluation criteria presented in Section 4. The defining aspect of these catalyst regeneration projects is their ability to:

- demonstrate a clear timescale for expenditure - the timescale for completion of these projects has been defined as 2006-2010;
- be deliverable within the two years for which funding is available;
- have a clear lead delivery agency and identified accountable person;
- have a clear set of measurable objectives and outcomes; and
- be able to leverage funding from other sources (i.e. EU, private and public sectors).

These catalyst regeneration projects may form part of the Growth Point Area application, which can be expected to include projects that are well developed with a lead agency championing each and clear timelines identified. Importantly, they will be deliverable within two years. As these projects and proposals will be subject to a Green Book Appraisal, the projects are those that are considered to provide maximum benefit to the sub-region's economic growth.

It is recognised that for some of the larger, mixed use regeneration projects, it is unlikely that the whole of the project will be able to be delivered within the requisite two year timescale. However some discrete developments within the overall projects may be well progressed, for example, the Civic Quarter of Ipswich village has already begun to be populated with the relocation of the County Council Offices, and it may be possible for significant part of the remainder to start to be implemented within next two years.

The following table (Table 5.1) presents a view of the catalytic regeneration projects for the sub-region, which have the ability to provide 'quick wins' and maintain the momentum of growth.

Table 5.1 Catalysis projects			
Project	Lead Agency	Identified Funding	Funding Shortfall
HMS Ganges Site	Private Sector	Private sector funding led	None
Paxman's Factory	Private sector	Private sector funding led	None
Harwich Foot Ferry	Haven Gateway Partnership	£325,000 funding secured ODPM - £100,000 EEDA - £100,000	£1.16m plus dredging costs
IP-One Waterfront – Cultural and community facilities	Ipswich BC led partnership	ODPM - £700,000 EEDA - £700,000 Private Sector (Persimmon Homes) - £1.7 million	None
IP-One Town Centre and Mint Quarter	Private sector led partnership	Private sector funding led	None
Suffolk Innovation Park	EEDA	None	Infrastructure - £8m Development- 60m??
Felixstowe Port Expansion	Private Sector	private sector funding led	None

Further schemes which fall into the short-term project timescale, but which did not perform as well across the three evaluations were:

- Brantham Industrial Park
- Felixstowe Enterprise Village

5.3 Short to Medium Term Projects

These have been classified, in section 5.4, as those projects with approximate timescale for completion of 2008-2015.

- Clacton Town Centre Urban Regeneration Project
- (Colchester) Garrison
- East Colchester
- Felixstowe South Seafront Redevelopment
- Harwich Masterplan
- IP-One Associated Infrastructure Improvements
- IP-One Education Quarter – University Campus Suffolk and Suffolk College
- IP-One Waterfront West Dock Island
- Ipswich Village Public sector village/LA car park
- Jaywick Masterplan
- North Colchester
- St Botolph's
- Scott's Site

All of the projects listed above performed well in the three evaluations (Table 4.4). Those which performed best included Colchester Garrison, East Colchester and IP-One Waterfront – West Dock Island.

5.4 Medium Term Projects

Medium term projects have been classified, in section 5.4, as those projects with approximate timescale for completion of 2010-2015.

- British Sugar Site
- IP8
- IP-One Education Quarter – Student Accommodation
- IP-One Town Centre/Mint Quarter – Westgate Quarter
- IP-One Waterfront Flood Defences
- IP-One Waterfront Residential and Commercial Development
- Ipswich Village Residential Development
- Land east of A133 and South of A120
- Rowhedge Port
- SnOasis
- TXU (E-ON) Site

Of the medium term projects listed, the IP-One schemes (Education Quarter – Student Accommodation, Town Centre/Mint Quarter – Westgate Quarter and Waterfront (Flood defences and Residential/Commercial area) performed best in the analyses.

5.5 Long Term Projects

These have been classified, in section 5.4, as those projects with approximate timescale for completion of 2016-2020. Few schemes planned for the longer term have been identified within this study since, in general, insufficient detail on the proposals was available at this stage to enable an evaluation of the scheme to be undertaken.

- Bathside Bay Development
- Commercial site west of Station Road, Parkeston (Blendtower)
- Pond Hall Farm

Of these three projects, the Bathside Bay development performed significantly better in the evaluations than either the Blendtower or Pond Hall Farm projects.

5.6 Performance Management

Following evaluation of all identified potential regeneration projects in the Haven Gateway Sub-region (Section 4), a performance management framework is necessary in order to provide a monitoring and review system for the programme and also allow for future regeneration proposals to be similarly evaluated and inserted at an appropriate level. This is outlined in the schematic diagram overleaf.

The framework draws on the process of evaluation outlined in Section 4 and sets this against a timeline for project delivery. The evaluation / performance matrices can be used to see, at a glance, those projects which perform well against the given criteria. Those regeneration projects that have the greatest ability to contribute to the most criteria will be shown as being green 'across the board'.

5.6.1 Performance Management Tools - Potential Milestones

A number of milestones may be used to monitoring the delivery of the prioritised regeneration projects. In order to monitor the progress of any given project, these milestones might include:

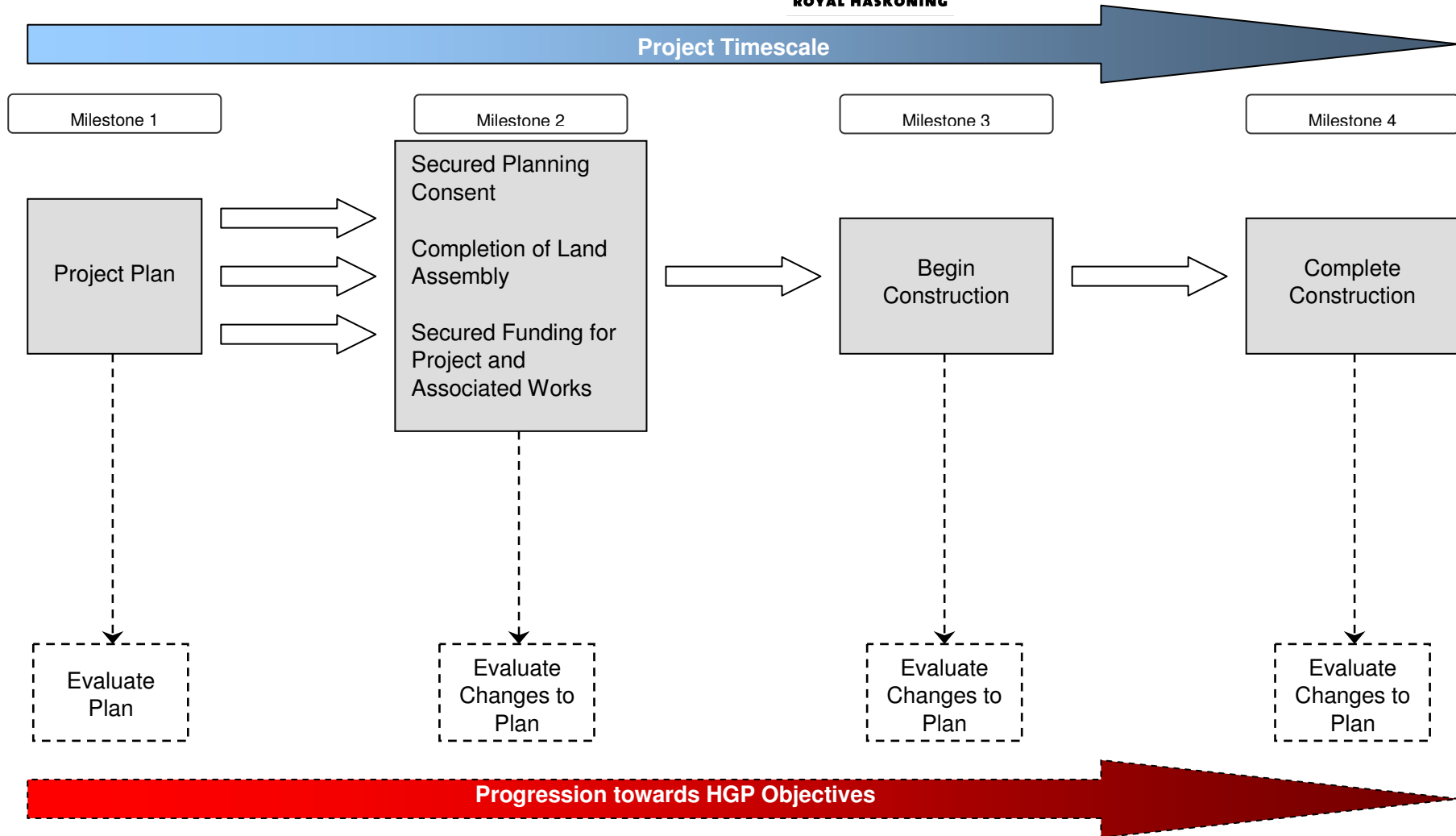
- Delivery of the project plan
- Securing/completion of all necessary consents, funding and land procurement
- Commencement of the construction phase
- Completion of the construction phase

In the case of the projects evaluated as part of this study, the first milestone (delivery of the project plan) has been completed and an evaluation of the plan undertaken. It should then be possible to re-evaluate the project against the same evaluation criteria at each stage of its development, in order to monitor its progress in contributing to the HGP objectives. Where new regeneration projects are proposed, this process may begin with the assessment of the project plan, when available.

A number of additional milestones could potentially be used, in order to monitor the progress of the wider regeneration strategy. These might include:

- The start dates of the projects (e.g. number of high priority catalysis projects started within the next two years and short term projects begun within the next 5 years);
- Percentage of funding secured for each project by a given date;
- Number of priority projects where 90% of funding has been secured within 2 years; and
- Other indicators may also be used to monitor the contributions made collectively, by all projects undertaken, to the sustainable development objectives e.g. identified brownfield regeneration land where physical regeneration has begun within 2 years or 5 years.

Other evaluation criteria may prove more difficult for use in tracking the progress specifically of the identified regeneration schemes. For example, visitor numbers is likely to be dependent on a range of factors, only one of which may be the provision of additional tourist facilities and attractions as part of the regeneration programme.



6 SUMMARY

This study has sought to review the current, future and planned regeneration initiatives within the Haven Gateway Sub-region, and further assess those projects against criteria developed from national, regional and local policy and strategy, to determine their relative contribution to the key sub-regional growth objectives. This has been achieved through a tiered process, which can be framed in the following three stages:

- Stage 1: Scan – **Identification of regeneration projects** in terms of opportunities and constraints to development; market and policy drivers and contribution towards stakeholder objectives;
- Stage 2: Screen – **Evaluation of regeneration projects** against a broad range of criteria associated with the stakeholder objectives; and
- Stage 3: Select – **Formulation of an implementation plan**, identifying the preferred regeneration projects, their timescales and funding requirements and methods for monitoring their performance against the stakeholder objectives.

The following presents a brief summary of each of these stages, focusing on the key outputs of the study.

6.1 Scanning Stage

A total of 28 physical regeneration projects were identified within the Haven Gateway sub-region, across the constituent Local Authority areas. The projects range from the development of individual greenfield sites to masterplans for rural towns, such as Clacton, and the large mixed-use urban schemes which make up the 'IP-One' regeneration strategy for Ipswich. Information was collected on each project in order to allow a broad-based evaluation to be undertaken.

Ipswich BC	Tendring DC
The Waterfront	Harwich Masterplan
Town Centre and Mint Quarter	Blendtower, Parkeston
Ipswich Village	Harwich Foot Ferry
Education Quarter	Land E of A133 and S of A130
Suffolk Coastal DC	Clacton Town Centre
Suffolk Innovation Park	Bathside Bay
Felixstowe Enterprise Village	Jaywick Masterplan
Felixstowe Port Expansion	Pond Hall Farm
Felixstowe South Sea Front	
Babergh DC	Colchester BC
Brantham Industrial Park	St Botolph's
British Sugar Site	North Colchester
IP8	East Colchester
TXU (E-ON) Site	(Colchester) Garrison
HMS Ganges Site	Paxman's Factory
Mid Suffolk DC	Rowhedge Port
Scott's Site	
SnOasis	

6.2 Screening Stage

The regeneration projects were evaluated against three key aspects:

- Development issues;
- Sustainability; and
- Funding/delivery aspects.

In general, the larger, mixed-use schemes performed best across the three evaluations due to their ability to contribute to the largest number of objectives. A summary of the results is shown below.

	Development	Sustainability	Funding/Delivery		Development	Sustainability	Funding/Delivery
Ipswich BC				Tendring DC			
The Waterfront	G	G	G	Harwich Masterplan	M	G	M
Town Centre and Mint Quarter	M	G	G	Blendtower, Parkeston	P	M	P
Ipswich Village	G	H	M	Harwich Foot Ferry	M	G	G
Education Quarter	M	G	M	Land E of A133 and S of A130	P	P	P
Suffolk Coastal DC				Clacton Town Centre	G	G	M
Suffolk Innovation Park	M	M	G	Bathside Bay	M	M	G
Felixstowe Enterprise Village	M	P	M	Jaywick Masterplan	M	G	M
Felixstowe Port Expansion	M	M	G	Pond Hall Farm	M	P	P
Felixstowe South Sea Front	M	M	G				
Babergh DC				Colchester BC			
Brantham Industrial Park	M	P	M	St Botolph's	M	G	M
British Sugar Site	P	M	P	North Colchester	G	M	G
IP8	M	P	P	East Colchester	G	G	G
TXU (E-ON) Site	P	M	M	(Colchester) Garrison	G	G	G
HMS Ganges Site	G	M	G	Paxman's Factory	M	G	G
Mid Suffolk DC				Rowhedge Port	M	M	M
Scott's Site	M	M	G				
SnOasis	G	P	M				

6.3 Selecting Stage

The performance of the regeneration projects against these evaluation has enabled the projects to be grouped. The high priority, catalyst projects that may be delivered in the short-term are present in Table 6.2 and listed below:

Project	Council Area
HMS Ganges Site	Babergh DC
Paxman's Factory	Colchester BC
Harwich Foot Ferry	Tendring DC
IP-One Waterfront – Cultural and community facilities	Ipswich BC
IP-One Town Centre and Mint Quarter	
Suffolk Innovation Park	Suffolk Coastal DC
Felixstowe Port Expansion	

The short-medium term projects which performed best in the evaluation included Colchester Garrison, East Colchester and IP-One Waterfront – West Dock Island. In the medium term, the IP-One schemes (Education Quarter – Student Accommodation, Town Centre/Mint Quarter – Westgate Quarter and Waterfront (Flood defences and Residential/Commercial area) performed best in the analyses. Amongst the long term projects, the Bathside Bay development scored most highly in the evaluation.

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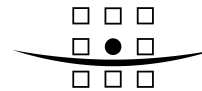
Figure 1 Regeneration Sites and Infrastructure

Figure 2 Regeneration Sites – Ipswich Area

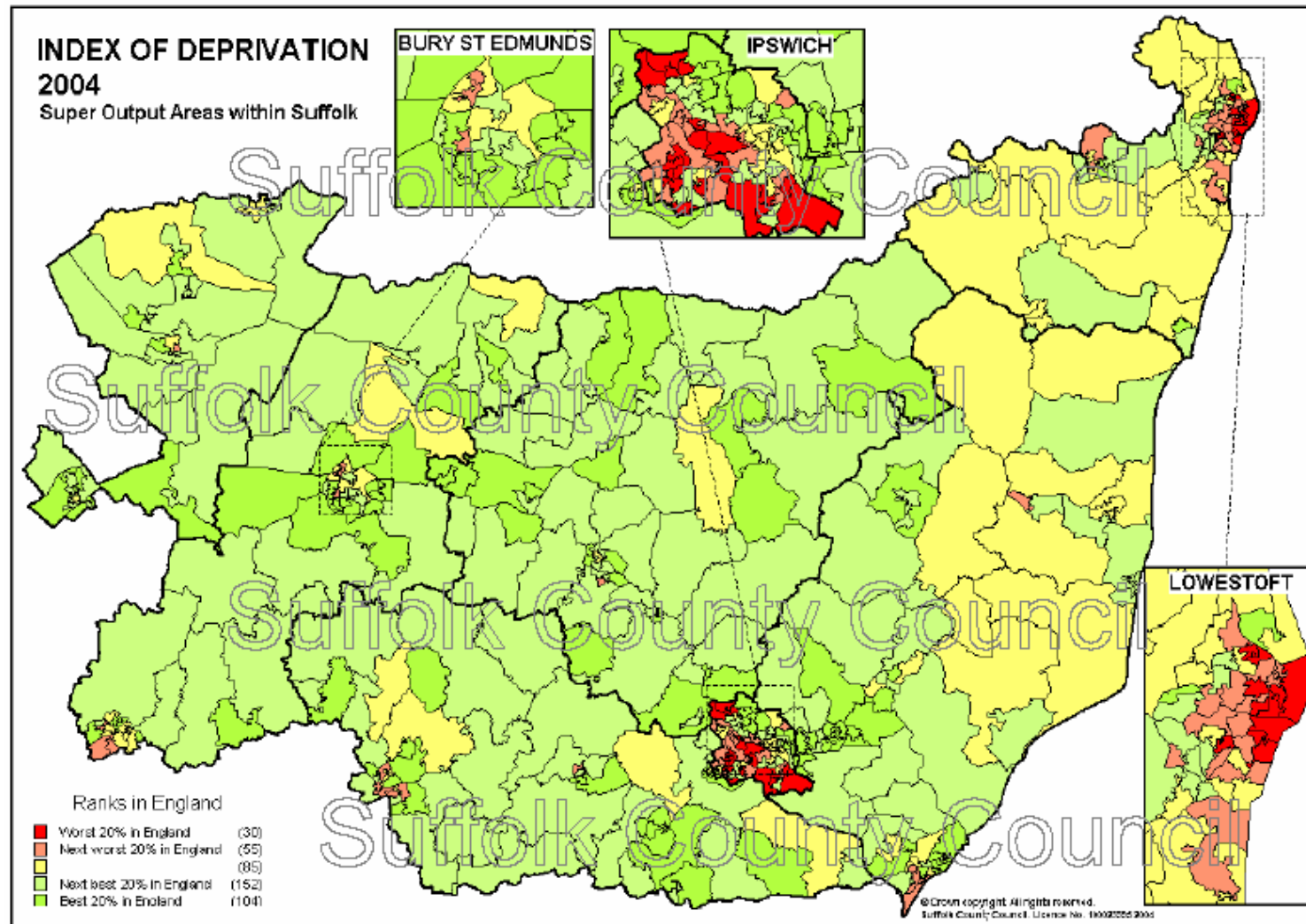
Figure 3 Regeneration Sites – Colchester Area

Figure 4 Unemployment levels within the Sub-region

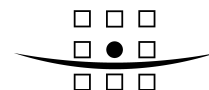
Figure 5 Index of Deprivation in Suffolk in 2004



ROYAL HASKONING



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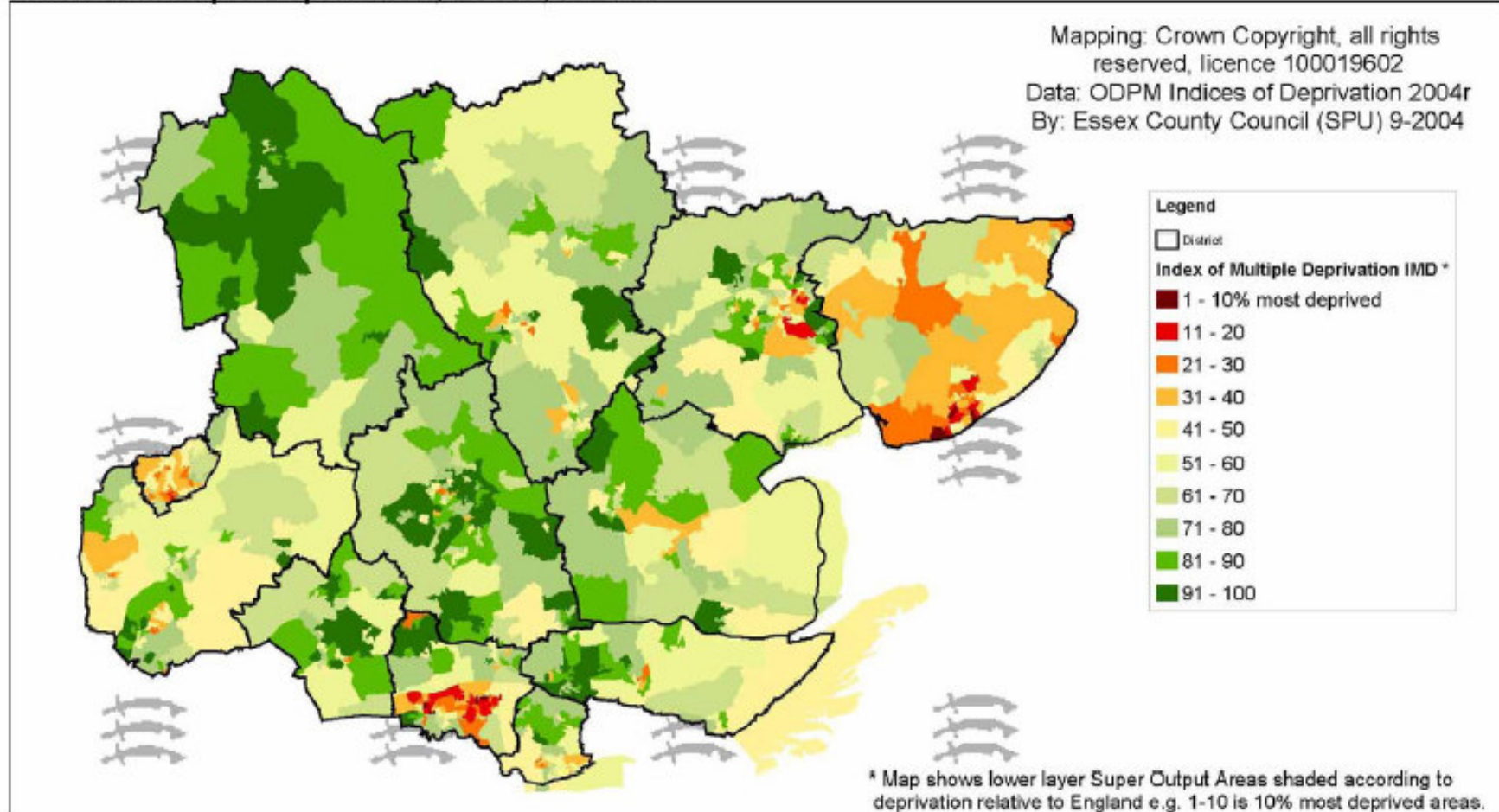


ROYAL HASKONING

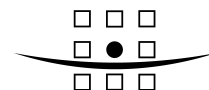
Figure 6 Index of Deprivation in Essex in 2004

Figure 5: Map of Index of Multiple Deprivation (IMD) score, Essex

Index of Multiple Deprivation, Essex, ID2004



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ROYAL HASKONING

Appendix A: Consultees

CONTACT	ORGANISATION
Neil Henry	Babergh DC
Steve Clarke Ian Vipond Karen Syrett Lee Smith-Evans	Colchester BC
Jennifer Burns Keith Blackburn	Essex CC
Russell Williams	Ipswich BC
Stephen Andrews	Mid Suffolk DC
Stephen Brown Dawn Easter	Suffolk Coastal DC
John Pitchford Esther Keen	Suffolk CC
Robert Hodges Mike Bateson	Tendring DC
Robert Brown	Go-East
Keith Hughes	Essex Business Link
Peter Button John Shaw	Suffolk Business Link
John Williams	Suffolk Dev Agency
Lynn Ballard	Exdra