

IPSWICH BOROUGH COUNCIL

**PROPOSED SUBMISSION CORE STRATEGY
AND POLICIES DEVELOPMENT PLAN
DOCUMENT REVIEW**



NOVEMBER 2014

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PROPOSED SUBMISSION CORE STRATEGY AND POLICIES DEVELOPMENT PLAN DOCUMENT REVIEW

FOREWORD

Ipswich is the county town of Suffolk, and its largest urban centre.

The Council believes that the planning of our town is one of our key roles and as such we are very pleased to set out our vision, objectives and strategy for the future development of Ipswich. It is vital that we manage and guide the development of the town to increase its vibrancy, and to protect and enhance its key assets. We need to ensure changes benefit the town's existing residents, businesses and visitors.

This is a review of the Council's Core Strategy and Policies document which sets our policies for the future development of the town and forms part of the Ipswich Local Plan.

There are many challenges ahead associated with the development of Ipswich. This document is the key strategy document that will help shape that development. We look forward to working with our partners to implement the strategy contained within the adopted Core Strategy and Policies document and this subsequent review.

We would welcome any comments you might have on this document. Please would you ensure that your comments are received by the Council by **5pm on Thursday 5th March 2015** at the latest? Comments received after this date will not be considered.

We appreciate that not everyone will want to read all of the documentation and that some people would welcome the opportunity to discuss issues with Council officers. To find out more please see the Council's website www.ipswich.gov.uk/localplan or contact the Planning Policy team at the Council via planningandregeneration@ipswich.gov.uk or telephone number 01473 432937.

Councillor Carole Jones

Portfolio Holder for Economic Development and Planning

November 2014

Contents

	Page number
Foreword	1
Chapter 1 – Introduction	3
PART A – The Context	5
Chapter 2 – The Planning System	6
Chapter 3 – The Local Enterprise Partnership	9
Chapter 4 – The Duty to Co-operate	10
Chapter 5 – Ipswich - The Place	11
PART B – The Strategy	16
Chapter 6 – Vision and Objectives	17
Chapter 7 – Key Diagram	23
Chapter 8 – Development of the Strategy	25
<ul style="list-style-type: none">• Spatial approach• Live• Work• Learn• Play• Infrastructure	25 40 56 61 63 66
PART C – Development Management Policies	75
Chapter 9 – Development Management Policies	76
PART D – Implementation, Targets, Monitoring and Review	133
Chapter 10 – Implementation	134
Chapter 11 – Key targets associated with Part B	142
Chapter 12 – Monitoring and Review	147
PART E – Appendices	148
The Appendices included within this report are:	
Appendix 1 – A list of policies contained in this document	149
Appendix 2 – Saved Policies that are superseded by the Core Strategy and Policies	152
Appendix 3 – Map illustrating the Ipswich Policy Area	154
Appendix 4 – Community Facilities in District and Local Centres	155
Appendix 5 – Activities or services relevant to each Planning Standard Charge Heading	156
Appendix 6 – Ipswich Standards for the Provision of Open Space, Sport and Recreation Facilities	158
Appendix 7 – Glossary	159

CHAPTER 1: Introduction

1.1. What the Document Covers

1.2. This document is the Core Strategy and Policies development plan document for Ipswich. It forms part of the Ipswich Local Plan. It covers three areas of policy.

- Firstly it sets out a strategic vision and objectives to guide the development of the town (Chapter 6);
- Secondly it promotes the spatial strategy for the development of the town to 2031 through strategic policies (Chapter 8); and
- Thirdly, it provides a suite of policies to control, manage and guide development across the Borough (Chapter 9).

1.3. It also includes two non-policy based areas. Firstly a section on the context to the whole document which explains, amongst other things, the planning system (Chapter 2), the New Anglia Local Enterprise Partnership (Chapter 3), the Duty to Co-operate (Chapter 4), and an explanation as to how all Ipswich's planning documents fit together (Chapter 1). It also paints a picture of Ipswich in terms of its geography, history and character and provides some facts about Ipswich as a place (Chapter 5). Secondly, there is a section on implementation, targets and monitoring proposals (Chapters 10, 11 and 12).

1.4. At the back of this document there are a limited number of appendices providing more detail to the policies, for example on open space standards.

1.5. How the document is structured

1.6. Each of the two main policy chapters (8 and 9) follows the same broad structure. In each case a policy is identified and then structured into the following sections:

- A short introduction to the issue;
- The policy; and
- A justification of that solution.

1.7 The purpose of the document

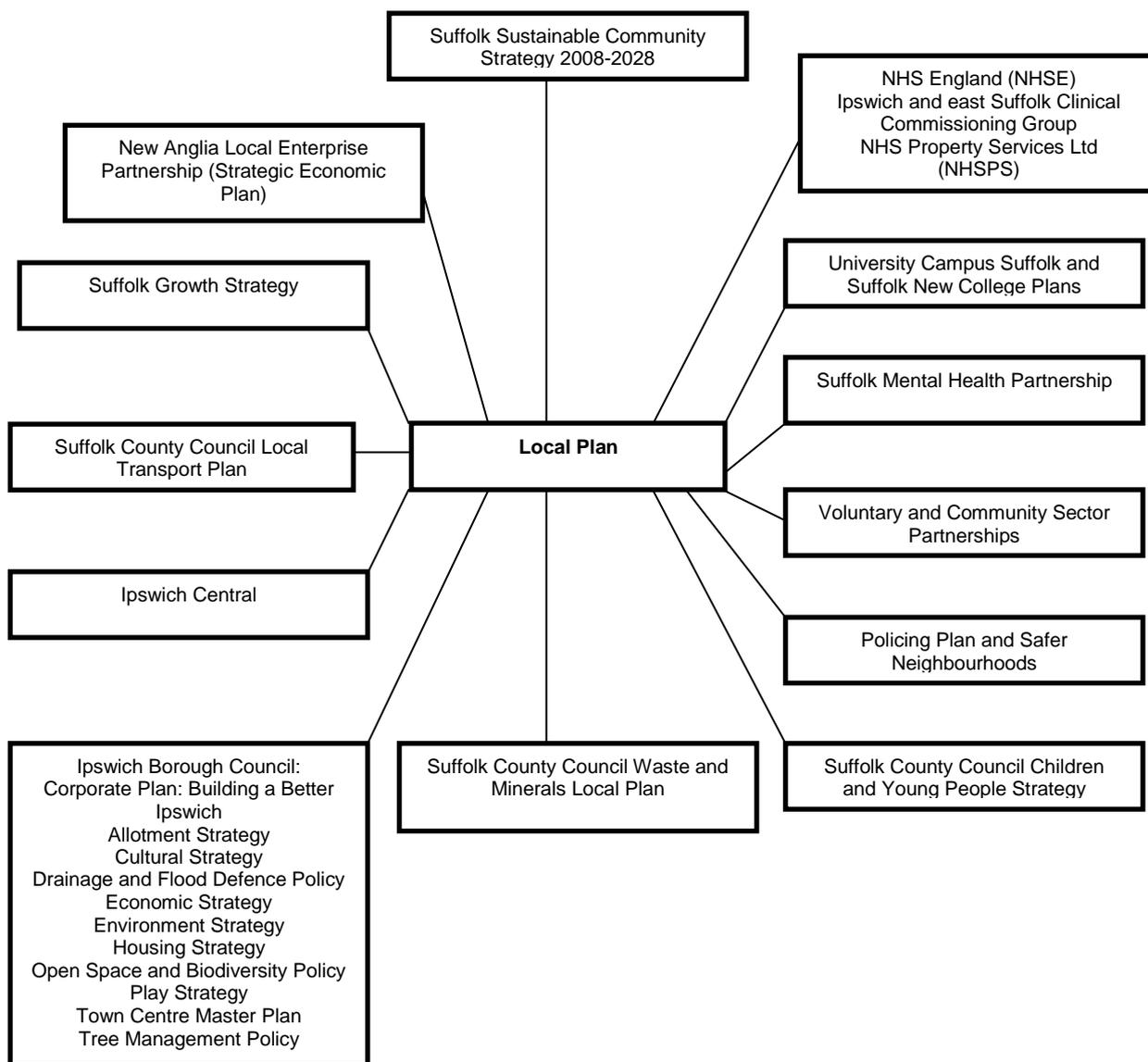
1.8 This document sets out the strategy for the future development of Ipswich to 2031. It indicates broadly how and where the Borough will accommodate development to meet local needs identified through the evidence base. It also explains how it will ensure this is done in a sustainable way. It contains detailed policies to enable the management of development in Ipswich. Proposed development will be assessed against all relevant policies contained within this plan, the Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document and any other relevant plan.

1.9 More fundamentally, the purpose of the document is to support the Council's 'place shaping' role. This involves the Council in showing community leadership and working closely with partners locally, to ensure that Ipswich's problems are tackled and that a shared vision for the future is realised in a coordinated way.

1.10 The Local Plan consists of a series of documents that together will guide development in Ipswich (for more information see Chapter 2).

1.11 The Local Plan itself sits in a context of many more plans and strategies prepared at sub-regional and local levels to guide the work of the Council and its partner organisations. Some of the key sub-regional and local strategies are illustrated in Diagram 1.

Diagram 1
Context for the Ipswich Local Plan



1.12 The status of the document

1.13 The adopted Core Strategy and Policies development plan document is formally part of the development plan and therefore has significant weight via the Planning and Compulsory Purchase Act 2004 - i.e.

“... for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the (development) plan unless material considerations indicate otherwise.” (Section 38(6) of the Act).

1.14 The Council is required to keep the plan under review and this review updates the adopted plan of December 2011.

Part A: The Context

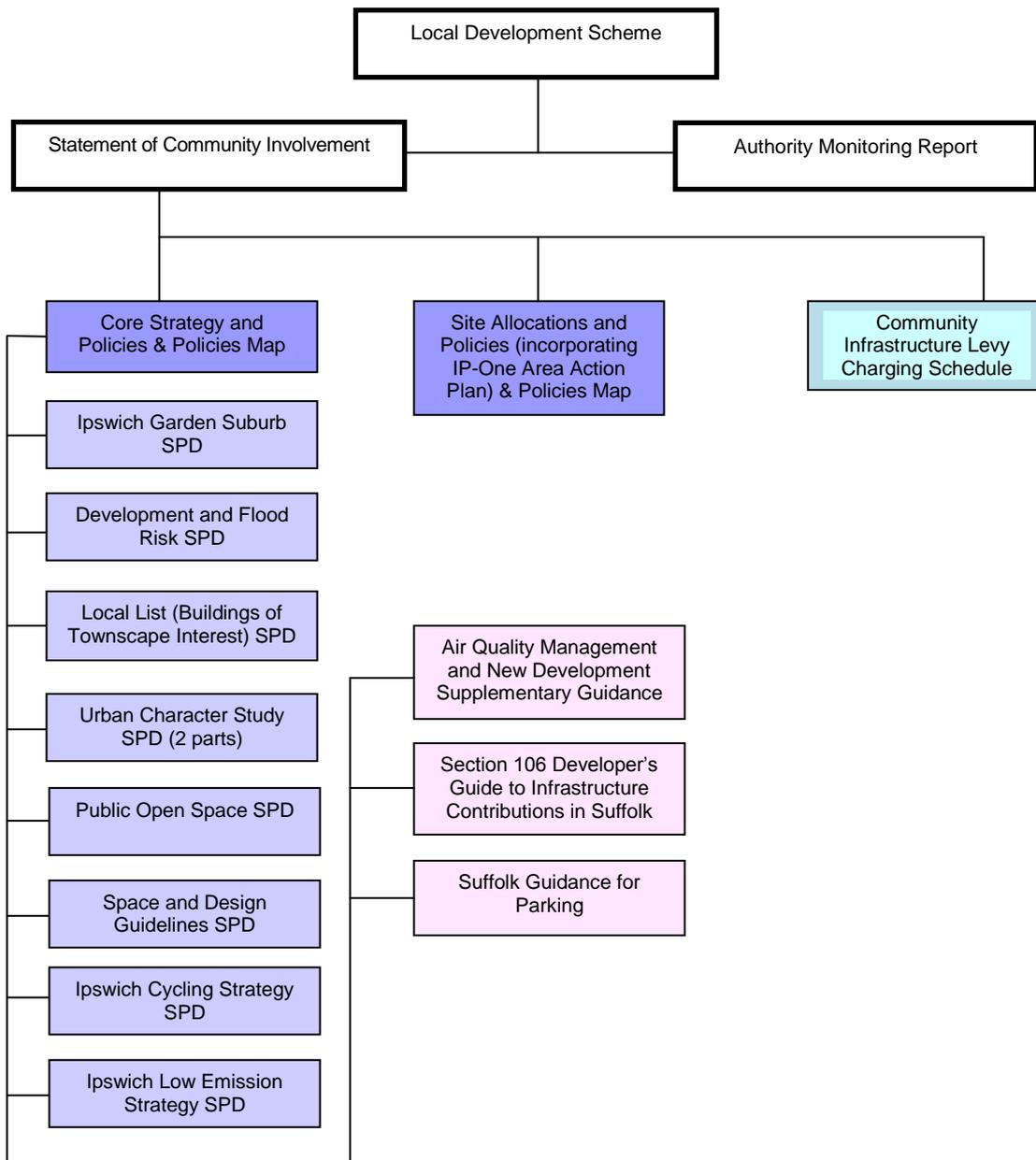
CHAPTER 2: The Planning System

- 2.1 The current development planning system is established through the Planning and Compulsory Purchase Act 2004 and subsequent amendments, such as the Localism Act 2011 which introduced neighbourhood plans. The national approach to planning policy matters is set out in the National Planning Policy Framework (NPPF). The NPPF introduced the presumption in favour of sustainable development. For plan making, this means that local planning authorities should plan positively to meet the development needs of their area, and meet objectively assessed needs unless the adverse impacts of doing so would 'significantly and demonstrably outweigh the benefits', or specific policies of the NPPF indicate that development should be restricted. The NPPF also contains national land use policy on matters such as the economy, town centres, transport, housing and good design. Policies in the NPPF are supplemented by the National Planning Practice Guidance (NPPG), an online set of guidance on implementing the policies in the NPPF.
- 2.2 Section 38(6) of the Planning and Compulsory Purchase Act states that:
- "... for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the (development) plan unless material considerations indicate otherwise."*
- 2.3 The development plan for Ipswich will comprise various Development Plan Documents, which will be adopted by the Borough Council as part of the Local Plan.
- 2.4 The Local Development Scheme for Ipswich sets out the documents, processes and timescales involved with the Local Plan.
- 2.5 The components of the Ipswich Local Plan are illustrated in Diagram 2. The adopted Local Plan Proposals Map will remain extant until replaced through other development plan documents (DPDs) to be prepared as part of the Ipswich Local Plan.

Notes to diagram

- The Statement of Community Involvement Review, adopted in March 2014, sets out how people will be involved within the planning process;
- The Core Strategy and Policies development plan document (i.e. this document) sets out the strategy for the development of the town and also includes policies that will seek to guide and manage development;
- The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document and policies map will highlight land that is the subject of designations that means it will be protected, and identify allocations of land for specific types of development. It will also set out the vision for an urban renaissance for a large part of central Ipswich and provide design guidelines;
- Supplementary Planning Documents can be theme-based documents providing additional detail to support the implementation of policies in the development plan documents, or site development briefs.

Diagram 2 Ipswich Local Development Scheme



Key

Development Plan Document

Supplementary Planning Document

Supplementary Guidance

- 2.6 A key element of the planning system is the requirement to undertake Sustainability Appraisal and Strategic Environmental Assessment as documents are produced. The Sustainability Appraisal involves assessing strategic alternatives, policies and proposals against social, economic and environmental objectives to identify possible negative impacts. Policies are modified in response to the results, to ensure that harmful impacts are avoided or mitigated. Strategic Environmental Assessment focuses solely on environmental impacts. A Sustainability Appraisal Report setting out the Council's work in both areas will be published for consultation alongside this document.
- 2.7 Another requirement is an Appropriate Assessment of the plan under the Habitats Directive. This is an assessment of the potential effects of a proposed plan on sites of European importance for nature conservation. These include sites, often known as Natura 2000 sites, designated as Special Areas of Conservation (for habitats, and species except birds) or Special Protection Areas (for birds). Government policy in the National Planning Policy Framework applies the same protection to Ramsar sites also. The Orwell and Stour Estuaries are designated as a Special Protection Area and Ramsar Site.
- 2.8 A plan may only be approved if it can be shown that it will not adversely affect the integrity of a European designated habitat. A report published alongside this document explains the findings of the Appropriate Assessment. Where policies or proposals have been included in order to address the findings of the Appropriate Assessment, it is explained in the reasoned justification.
- 2.9 The Government published the National Planning Policy Framework (NPPF) in March 2012. This document introduces a presumption in favour of sustainable development, which is included in policy CS1 of this document. The NPPF also introduces the requirement of local planning authorities to 'use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period' to 2031¹.

¹ *National Planning Policy Framework, paragraph 47, p. 12*

CHAPTER 3: The Local Enterprise Partnership

- 3.1 The New Anglia Local Enterprise Partnership (NALEP) was established in 2011 along with 38 other local enterprise partnerships in England. The NALEP area covers both Suffolk and Norfolk and is identified on Map 1 in this document. NALEP are focused on developing business sectors in this area to grow jobs in the region and remove barriers to business growth.
- 3.2 Policy CS13 of this Core Strategy supports the business sectors identified by NALEP and the Council through working with the County Council and Suffolk districts on the Suffolk Growth Strategy, and will support the development of jobs on sites in the Borough identified in the Growth Strategy.
- 3.3 The NALEP Strategic Economic Plan identifies five 'high impact' growth sectors for the East Anglian region, which have the potential to grow rapidly in terms of jobs and productivity: advanced manufacturing and engineering, agri-tech, energy, ICT and digital creative, and life sciences. It also identifies a further four 'underpinning sectors' for the regional economy, which are established and will also be essential to create new employment, and these are: agriculture, financial and business services, port and logistics and tourism and culture. Sectors which are particularly well represented in Ipswich are: information and communication technology, finance and insurance, port and logistics, tourism and creative and cultural industries.

CHAPTER 4: The Duty to Co-operate

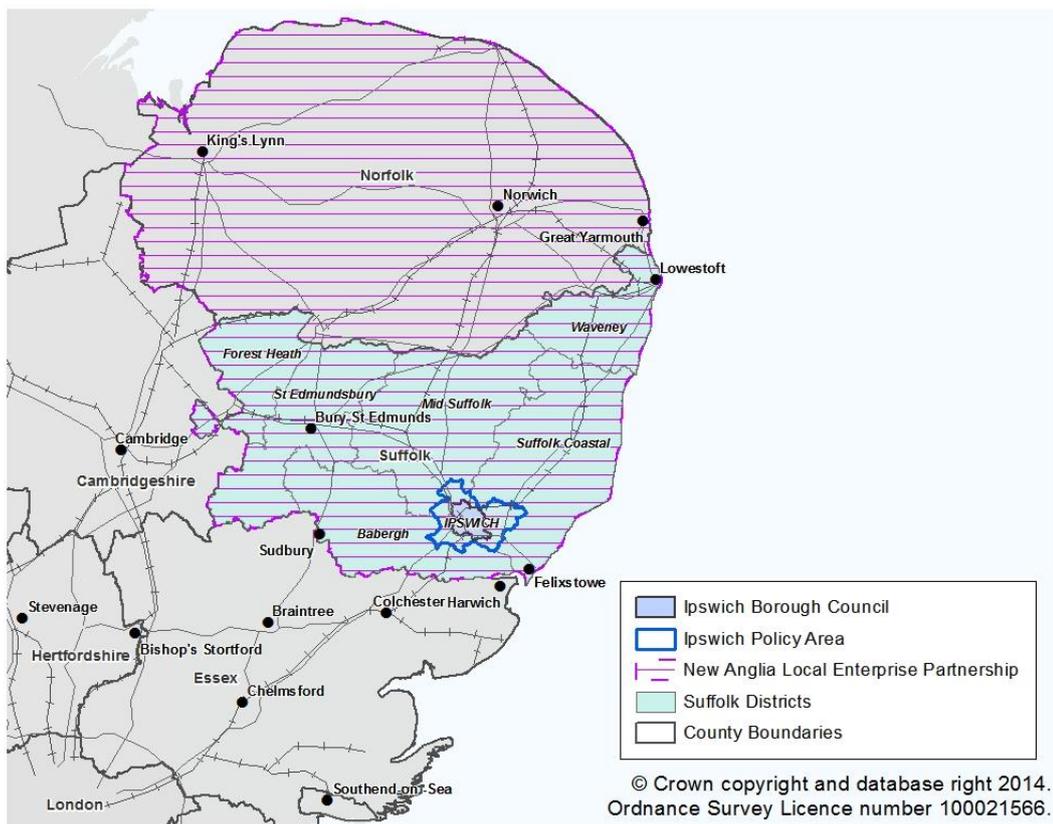
- 4.1 The Localism Act 2011 imposed on public bodies a 'Duty to Co-operate' on planning issues that cross administrative boundaries. It particularly applies in relation to strategic, cross-boundary issues, such as the provision of jobs and homes, retail, leisure and commercial development, the provision of infrastructure including transport and water, health and other community and cultural facilities, climate change mitigation and the conservation and enhancement of the natural and historic environment.
- 4.2 Local planning authorities must demonstrate at the Local Plan examination how they have complied with the Duty to Co-operate. If another authority will not co-operate, it does not mean a plan cannot be submitted for examination. However, it does mean that strong evidence would be needed of the efforts made to engage and reach agreement with that authority. The Duty to Co-operate should be reflected in strategic policy outcomes and not simply be a process of consultation.
- 4.3 Other bodies as prescribed by the Town and Country Planning (Local Planning) (England) Regulations 2012 are also covered by the Duty to Co-operate. They are as follows:
- Environment Agency
 - English Heritage
 - Natural England
 - Civil Aviation Authority
 - Homes and Communities Agency
 - Clinical commissioning groups established under section 14D of the National Health Service Act 2006
 - National Health Service Commissioning Board
 - Office of Rail Regulation
 - Highway Authority
 - Marine Management Organisation.
- 4.4 For the Ipswich Local Plan, a Duty to Co-operate Statement has been prepared alongside the draft Core Strategy Review and the draft Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. The Council is actively engaged with Suffolk County Council and the neighbouring district councils of Suffolk Coastal, Babergh and Mid Suffolk on strategic growth matters, through the Ipswich Policy Area Board. The Ipswich Policy Area is an area that has long been used for strategic planning purposes around Ipswich and consists of the Borough Council area plus a number of surrounding parishes. A map is provided at Appendix 3. Work being undertaken through the Ipswich Policy Area Board includes joint evidence gathering and also agreeing joint approaches to the scale and distribution of future growth, cross-boundary green infrastructure and strategic transport matters. Policy CS6 of the Core Strategy review sets out the Council's policy approach to the Ipswich Policy Area.

CHAPTER 5: Ipswich - The Place

5.1 Ipswich in context

- 5.2 Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. It is a key centre in the New Anglia Local Enterprise Partnership region covering Norfolk and Suffolk. Map 1 below shows Ipswich in context.
- 5.3 The town performs a regional role in delivering growth and performing as a major employment, shopping and service centre, and a focus for transportation. There is in Ipswich also an ongoing need for regeneration to address pockets of deprivation in some of the disadvantaged and physically more run down areas of the town.
- 5.4 Deprivation issues are the result of different combinations of factors that may include higher than average proportions of elderly residents, high unemployment; lower-than average skill level; income deprivation or crime. For example unemployment in Ipswich is higher than that for the eastern region as a whole and the national average, while areas with higher than average pensioner households have implications for the future distribution of health and social care.

MAP 1: Ipswich in its sub-regional context



5.5 Ipswich the town

- 5.6 As an engine of growth for the East of England, Ipswich has a thriving commercial sector, ICT sector linked to Adastral Park, business and financial services sector and a significant port. It is a centre for education, including University Campus Suffolk on the Waterfront, which offers a programme of teaching and research in key sectors. Ipswich also provides a wide range of cultural, sporting and retail provision, which serves the needs of the sub-region. The town has a diverse and multicultural population, and is one of the fastest growing urban centres in the UK.

- 5.7 Ipswich is developing dynamically and prosperously and has strong prospects for growth. Finance, IT and business activities account for one quarter of the workforce, with a similar proportion for distribution, hotels and restaurants, the latter demonstrating the role of Ipswich in sub-regional tourism and the strong night-time economy. This growth is supported at a central, sub-regional and local government level, enabling Ipswich to develop while acknowledging the sense of place established by many historic buildings and areas and its large landscaped parks. Ipswich has agreed a City Deal with the Government with a focus on tackling skills levels and low wages.
- 5.8 The town is well connected in the transport network. Train services provide access to London in just over an hour and links to Norwich, Cambridge and Peterborough, but the network also serves the East Coast and Felixstowe, all essential routes for containerised freight. Ipswich is also closely connected to the trunk road network with the A12 giving access to London, the M25 and Stansted Airport and the A14 linking the Midlands and the Port of Felixstowe. Nevertheless, there are congestion and capacity issues.
- 5.9 The table below sets out some of the town's vital statistics:

Population	117,000 (2001) 133,384 (2011) 134,693 (mid-2013)
Number of Economically Active People (Ipswich Residents)	70,500 (April 2012 – March 2013, Nomis) 71,500 (July 2013 – June 2014, Nomis)
Numbers of Employed People (Ipswich Residents)	63,500 (April 2012 – March 2013, Nomis) 66,100 (July 2013 – June 2014, Nomis)
Employment Sectors (employee jobs)	<p>Energy and Water – 1,100 (1.7%) Manufacturing – 2,400 (3.7%) Construction – 2,300 (3.5%) Wholesale and retail – 10,300 (15.5%) Transport storage – 4,000 (6.0%) Accommodation and food services – 4,100 (6.2%) Information and communication – 1,600 (2.4%) Financial & other business services – 15,200 (22.8%) Public admin, education and health – 22,400 (33.7%) Other services – 3,000 (4.5%) Total – 66,500</p> <p>(Nomis: Employee jobs, Ipswich (2013))</p> <p>Note: the figure above excludes self-employed and HM forces.</p> <p>There are 5,500 people self-employed (July 2013 – June 2014, Nomis)</p>
Unemployment	7.1% (East 5.4% Great Britain 6.8% , July 2013 – June 2014, Nomis)
Ethnic Group (non white British)	11% 2011 Census
Heritage	603 listed buildings, 10 scheduled monuments, 14 conservation areas and 3 registered parks, gardens and cemeteries

Average Annual House Build (2001 to 2014)	573 dwellings per annum (not including student and assisted living accommodation)
Average percentage of housing built on previously developed land 2001/02 to 2013/14	92.9%

- 5.10 Much of the recent development in the town has been focused around four key central areas: the Waterfront, Ipswich Village, town centre and Education Quarter.
- 5.11 **Ipswich Waterfront** in the 19th Century was briefly the largest wet dock in England. Today it is the location for the largest single regeneration project in the East of England and the focus of huge commercial, cultural and institutional investment such as the regional home for Dance East and University Campus Suffolk. New buildings benefit from being immediately south of the town centre and connected to it by attractive historic streets. This investment has assisted in the provision of jobs, new housing and educational opportunities.
- 5.12 Progressive regeneration is creating space for a vibrant new cultural, residential, business and leisure area, complementing the existing marina facilities. Along the northern and eastern quays in particular former industrial uses and tall storage silos are being replaced with new architecture in a variety of styles and materials. Generally the new buildings reflect a similar scale and do not detract from those parts of the historic core that extend down to the Waterfront. These strikingly scaled new buildings have largely created their own special character.
- 5.13 The large scale regeneration of Ipswich Waterfront has also encouraged new interest from businesses. On the western bank of the river, Felaw Maltings and the IP-City business centre are both now in demand for their top quality business space, providing facilities for over 800 workers. On the Waterfront itself, one of the town's largest legal practices has chosen to relocate its offices into one of the converted 19th Century industrial buildings adjacent to the historic Old Custom House.
- 5.14 To the south-west of the central area, **Ipswich Village** offers a further choice of employment and residential sites. This is already the location of headquarters for Ipswich Borough Council and Suffolk County Council as well as Suffolk Life, Ipswich Crown Courts, Ipswich Town Football Club and AXA Insurance among others. This location is well placed for further commercial and institutional uses because of its close proximity to the town centre, the Waterfront and Ipswich railway station.
- 5.15 In April 2007 a **town centre** Business Improvement District (BID) was established, called Ipswich Central. The company has been established to manage the town centre in a new way and bring investment into the retail heart of Ipswich to benefit businesses, residents and visitors. BID improvement projects are grouped under six themes: Safe and Secure, Clean and Bright, Out and About, Target and Tell, Look and Feel, and Aims and Ambitions.
- 5.16 A particularly exciting development for Ipswich was the establishment in September 2007 of a new **Education Quarter** for the University Campus Suffolk, established on and closely related to the Waterfront. This area is the focus of more than £150m investment which has brought a brand new campus to the centre of Ipswich in an innovative partnership between the University of Essex and University of East Anglia. Its landmark building on the Waterfront opened in 2008 followed by Athena Hall, a student accommodation block in 2010 and the James Hehir building in 2011.
- 5.17 The development of this new higher education establishment has also enabled the complete rebuilding of Ipswich's further education facility - Suffolk College. A £59m development of the Suffolk New College was completed in 2009. Both these new education facilities will improve and increase the opportunities and choices for Ipswich. It is anticipated that these will spark further commercial, cultural and academic developments.

5.18 The Physical Development of Ipswich

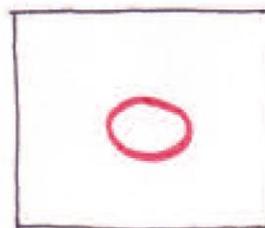
5.19 Ipswich is a large town of great historic and archaeological importance, with origins in the 7th Century. The town centre, by an accident of topography, retains the physical character of a much smaller market town. This is partly because the prevailing scale of the town centre is still predominantly that of its medieval and earlier origins - rarely exceeding four-storeys in height - and partly because the town centre sits in a shallow drainage basin of the River Gipping with well landscaped Victorian developments and large parks which disguise the extent of modern development which extends beyond it, especially to the east.

5.20 Although recent redevelopment of tall, late 19th and 20th Century industrial buildings around the Waterfront has emulated the height of these buildings, this has principally been confined to the area of the northern quays to the south of the historic core of the town centre.

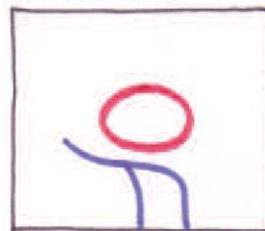
5.21 Historically, drainage constraints have inhibited development to the north of Ipswich and the character of the surrounding countryside infiltrates into the built-up area where Christchurch Park extends southward to the northern edge of the medieval core of the town. The former tidal basin that became the 19th Century Wet Dock also constrained the development of Ipswich with houses fanning out westward along the Gipping valley and over a largely flat plateau to the east.

5.22 These physical constraints and historical form of Ipswich have significant consequences for modern day traffic movement, particularly the location of Christchurch Park to the north of the medieval core and the Wet Dock and river to the south. All of these features are important to the character of Ipswich and as conservation areas are also major protected heritage assets. They in effect confine traffic to only three 'crossing- points': Colchester Road north of the park; Crown Street north of the core; and Star Lane - College St/Key Street north of the dock. Opportunities to radically change the traffic patterns within Ipswich are therefore significantly restricted by existing development and physical features.

5.23 Beyond the inner Victorian suburbs, Ipswich has developed in the 20th Century through large scale, almost entirely two-storey inter-war and post war suburban development. Whilst there are some notable exceptions, much of it is of indifferent architectural quality and lacks the landscaping and open space that would have helped establish a strong localised sense of place.



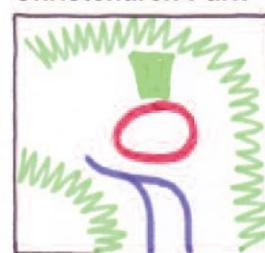
Historic core



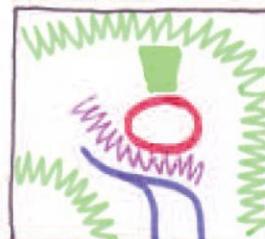
River



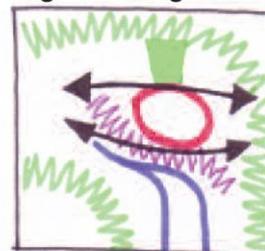
Christchurch Park



Wooded Bowl



High Buildings Clusters



Constrained Cross Town Movement

5.24 Key challenges for Ipswich over the Plan Period

5.25 Over the plan period to 2031 the issues and challenges mainly stem from how Ipswich can manage and gain best advantage from the significant growth that is taking place:

- accommodating growth in a way that enhances Ipswich's character and unique sense of place, and residents' quality of life;
- using regeneration opportunities to address deprivation and create opportunities for all;
- managing the additional travel demands that growth will generate and guiding as many as possible to sustainable modes for the good of the environment, economy and health;
- maintaining accessibility to goods and services in Ipswich including to those living outside its boundary;
- retaining skilled workers and improving skills levels amongst the workforce;
- protecting and supporting appropriately located industrial and business activity;
- managing flood risk, increasing resilience and adapting to a changing climate;
- ensuring that infrastructure provision keeps pace with growth; and
- attracting private sector interest in the town to service and provide more opportunities for existing and new communities, such as more and better shops to enhance the high street, and a focus on stalled developments.

Part B: The Strategy

CHAPTER 6: Vision and Objectives

6.1 Introduction

- 6.2 It is vital that the Ipswich Local Plan is led by a vision and a series of objectives that link appropriately to wider aims for the Borough and beyond.
- 6.3 It is also important that the vision and objectives are specific to Ipswich and are not entirely bland statements that would be suitable for any urban area in the country.
- 6.4 The Core Strategy is central to this process and should provide a strategic vision and strategic objectives that the rest of this document and others within the Local Plan should be in conformity with. Part D sets some targets for measuring the success of the suggested objectives.
- 6.5 The rest of this chapter is divided into three sections: the Vision, the Objectives and the Spatial Strategy.
- 6.6 With regard to the Objectives there is a clear inter-relationship between them and many of the policies in Chapter 8 of this document. This inter-relationship is explained where appropriate within Chapter 8.

THE VISION

6.7 Our Vision is to improve the quality of life, health and well-being for all who live in, work in, learn in and visit Ipswich, by supporting growth and ensuring that development happens in a sustainable manner so that the amenities enjoyed by local people are not harmed and the town is enhanced.

As a result, by 2031 Ipswich will be a more vibrant, active and attractive modern county town successfully combining modern development with conserving and enhancing its historic character - a true focus for Suffolk and beyond. It will be a place where people aspire to live, work, learn, visit and invest - and it will have a reduced carbon footprint. In spatial terms:

- a. There will be more people living and working in Ipswich town centre, which will be the focus for much of the new development including continued development at the Ipswich Waterfront.
- b. People will enjoy an extended and improved shopping centre that includes new stores on allocated sites, providing greater choice than at present, and improved cultural and sporting opportunities within the wider centre.
- c. Pedestrian links between the central shopping area and the Waterfront, Village, Education Quarter and railway station will be direct, attractive, safe and well signed.
- d. Pedestrians, cyclists and public transport users will come first in Ipswich town centre. Traffic management measures in conjunction with improvements for pedestrians, cyclists and buses will ensure effective links between the wider Ipswich area and the town centre, and help keep congestion down and accessibility easy in the centre. Additional short stay parking and enhanced park and ride will provide for car-borne shoppers, visitors and the workforce.
- e. The distinctive network of beautiful parks and open spaces, green infrastructure and open water will be enhanced by the completion of the river path, improved ecological network and additional tree canopy cover and landscaping in new developments surrounding areas and on the streets.
- f. As well as the concentration of jobs in the town centre, there will be new employment development at sites around the Borough including a strategic employment site at Futura Park, together with the continued development of existing employment areas distributed across the town.
- g. University Campus Suffolk will have continued its planned growth, to complete the new campus at the Waterfront and the adjacent Education Quarter.
- h. The town's health will be cared for through strategic health services brought together at the Heath Road Hospital site and a strong network of local surgeries and health centres, including replacement or additional provision for Deben Road surgery.
- i. During the plan period, land will start to come forward for development at the Ipswich Garden Suburb, in conjunction with highway, water, energy, education, green and health infrastructure. Express bus services and pedestrian and cycle routes will connect the area to the town centre
- j. Outside central Ipswich, thriving district and local centres will provide local shopping and services close to people's homes and will be surrounded by strong and cohesive communities.

THE OBJECTIVES

- 6.8 The following twelve strategic objectives will guide the Local Plan
1. High standards of design will be required in new development. Development must be sustainable, environmentally friendly and resilient to the effects of climate change. Standards of acceptability will be raised progressively from 2006 (Building Regulations) levels for all developments in the town in terms of design and environmental performance.
 2. Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.
 3. At least: (a) 13,550 new dwellings shall be provided to meet the needs of Ipswich within the Ipswich Housing Market Area between 2011 and 2031 in a manner that addresses identified local housing needs and provides a decent home for everyone, with at least 35% at the Ipswich Garden Suburb and 15% in the remainder of the Borough being affordable homes; and (b) in the region of 12,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Policy Area between 2011 and 2031
 4. The development of the Borough should be focused primarily within the central Ipswich 'IP-One' area, Ipswich Garden Suburb and within and adjacent to identified district centres (these areas are identified on the key diagram).
 5. Opportunities shall be provided to improve strategic facilities in Ipswich by:
 - Significantly enhancing the town centre in terms of quantity and quality of the shops, the cultural offer and the network of public spaces;
 - Ensuring a new strategic employment site at Futura Park continues to be developed;
 - Extending the strategic greenspace, ecological network and canopy cover; and
 - Continuing to support the development of University Campus Suffolk and Suffolk New College.
 6. To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through Travel Ipswich and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; (c) improve integration, accessibility and connectivity; and (d) promote green infrastructure as alternative 'green' non-vehicular access around the town and urban greening of existing routes. Specifically:
 - Significant improvements should take place to the accessibility to and between the three key nodes of: the railway station (including the wider Ipswich Village environment), the Waterfront (and particularly the Education Quarter) and the Central Shopping Area;
 - Additional east-west highway capacity could be provided within the plan period in the Ipswich area to meet the needs of the wider population and to provide the potential to reallocate some central road space;
 - Comprehensive cycle routes should be provided; and
 - Ipswich Borough Council aspires to an enhanced public transport system.
 7. Enhanced flood protection including a tidal surge barrier to be in place to protect the town's existing and expanding communities from the threat of tidal flooding.

8. To protect and enhance high quality, accessible strategic and local open spaces rich in biodiversity and geodiversity for people to visit and use, and conserve and enhance the historic environment and landscape character of Ipswich, including historic buildings, archaeology and townscape.
9. To retain and provide high quality schools, health facilities, sports and cultural facilities and other key elements of community infrastructure in locations accessible by sustainable means and in time to meet the demands put on such services from the town's growth and ageing population.
10. To tackle deprivation and inequalities across the town.
11. To improve air quality and create a safer, greener, more cohesive town.
12. To work with other local authorities in the Ipswich Policy Area and with community partners to ensure a co-ordinated approach to planning and development.

6.9 Spatial Strategy - How will the vision and objectives be achieved?

- 6.10 The spatial approach to delivering sustainable growth in Ipswich is to pursue a strategy of urban renaissance in central Ipswich (policy CS2). It continues the approach set out in the 1997 Ipswich Local Plan that has seen a transformation of the Ipswich Waterfront, and the beginnings of change to a more vibrant mixed use area in the Ipswich Village. It offers the most sustainable way to accommodate growth in Ipswich, because:
- it makes the best use of previously developed land;
 - it places new residents in close proximity to jobs, shops, leisure and cultural facilities and public transport nodes, to support sustainable lifestyles;
 - it regenerates some of the more run down areas that surround the historic core;
 - it enhances the vitality and vibrancy of the central area, reinforcing its role as a county town and regional centre; and
 - it addresses social needs by tackling issues of social and economic deprivation.
- 6.11 The strategy also reflects Ipswich's status as a regional priority area for regeneration, to help address issues of social and economic deprivation and in places a poor quality physical environment and social infrastructure.
- 6.12 Focusing development into central Ipswich will contribute to tackling issues of deprivation and improving social inclusion, for example through locating jobs and services where they will be most accessible. In pursuing the strategy, the Council will work with community partnerships to ensure that the benefits of growth reach deprived neighbourhoods. There are already in existence examples of such joint working, through initiatives such as the Town and Bridge Project (which has now become part of ActivLives).
- 6.13 Much of the central area of Ipswich alongside the river is classified by the Environment Agency as Flood Risk Zones 2 and 3. National policy (National Planning Policy Framework) requires a sequential approach to the location of development such that Flood Zones 2 and 3 are avoided if there are viable alternatives. In exceptional circumstances 'more vulnerable' development, such as housing or education development in Flood Zones: 2 and 3 may be possible if 'within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems'² (the Exception Test).

² National Planning Policy Framework (2012), paragraph 103, p. 24

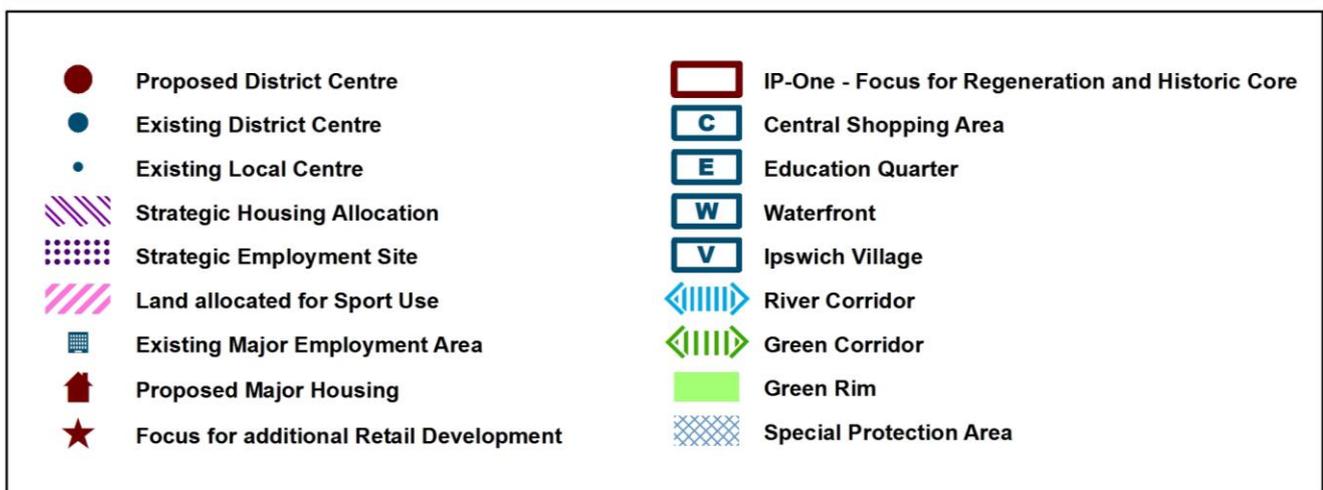
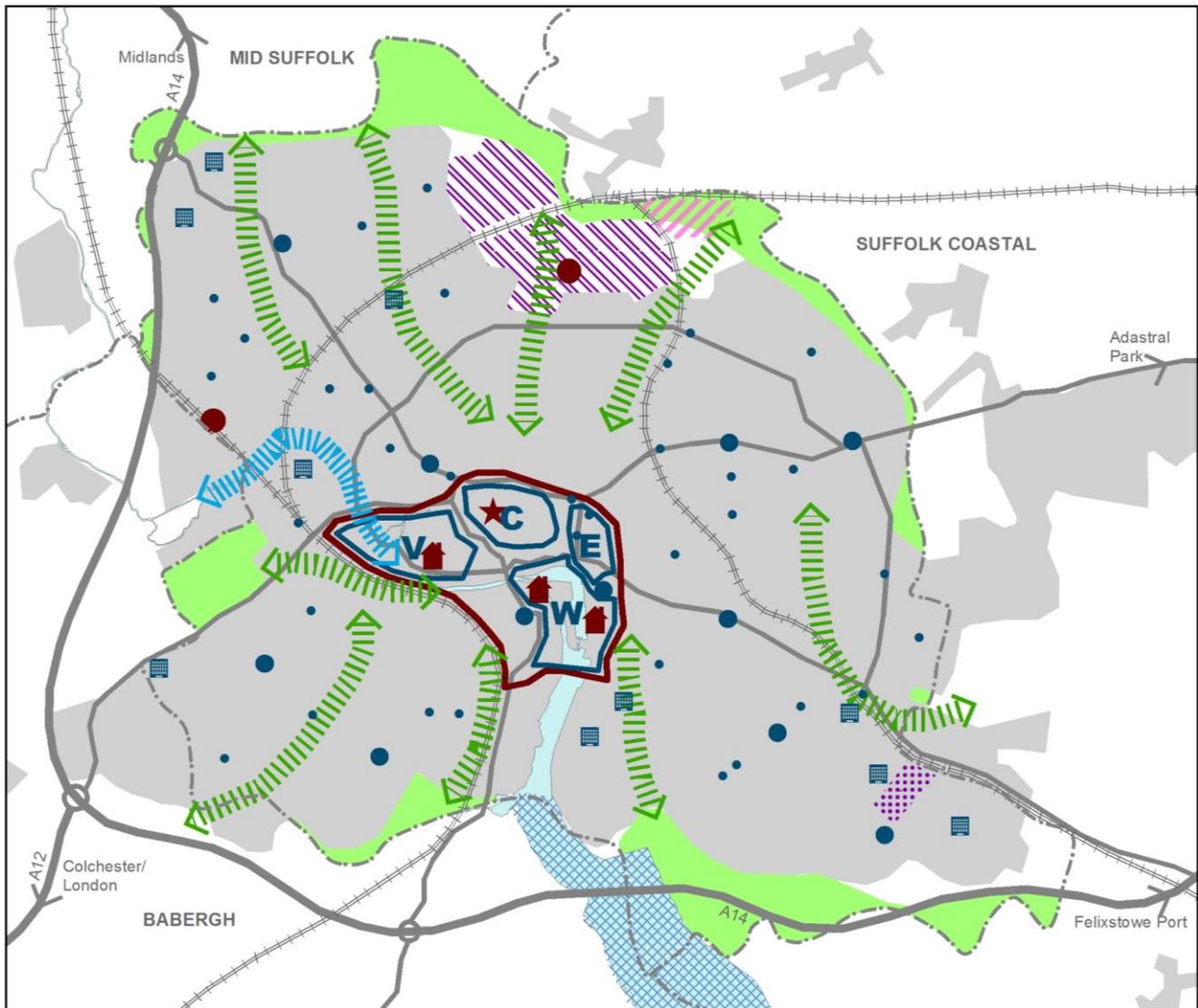
- 6.14 Ipswich is constrained by its tightly drawn borough boundary. The Borough has already accommodated significant post-war growth such that there are few opportunities for further expansion at the periphery. Thus, as well as the need for urban regeneration in central Ipswich, there is no realistic alternative to locating some development in Flood Zone 3.
- 6.15 There is in place an agreed Ipswich Flood Defence Management Strategy and work begun in December 2008 to replace and raise the height of the floodgates in the Wet Dock lock. There is reasonable certainty that the Strategy will be implemented in full (it has DEFRA agreement) and it is anticipated that this will be achieved by 2017 (policy CS18).
- 6.16 The flood defence strategy will reduce flood risk significantly. However the residual risks resulting from the possibility of overtopping, breach or failure of gates or walls need to be considered. All development needs to be safe and when 'more vulnerable' developments need to be sited in Flood Zone 3a, they should pass the sequential and exception tests described in the NPPF. The Council's Level 2 Strategic Flood Risk Assessment (SFRA) provides guidance on residual flood risk both for the situation with existing defences at 2011 and also for the future situation, with the proposed flood barrier implemented. The SFRA also suggests a framework for safe development relevant to either case. This safety framework is detailed in the Council's Development and Flood Risk SPD (September 2013) and includes requirements for:
- Structural safety of buildings;
 - Emergency plans for actions by emergency responders;
 - Emergency plans for evacuation and flood warning arrangements for users of buildings;
 - Temporary refuges;
 - Safe emergency access for Fire & Rescue Service;
 - Safe access/escape routes for building users;
 - Raised floor levels; and
 - Flood resilience measures.
- 6.17 Thus, a significant number of Ipswich's new homes will be provided within central Ipswich through sites that will be identified in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. As a secondary source of sites, land in the remainder of the urban area will also be identified, where possible located so as to provide ready accessibility for residents to existing local or district centres. Delivery of a sustainable urban extension on greenfield land at the Ipswich Garden Suburb will also occur during the plan period (see policy CS10).
- 6.18 Ipswich is a Key Centre for Development and Change and a regional town centre. Through the Local Plan, the Council will:
- Extend the Central Shopping Area boundary to provide for improved retail offer (sites for new retail development will be identified in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document);
 - Extend the town centre boundary and identify within it employment areas and sites for offices, hotels, and commercial leisure uses (again, sites will be identified in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document);
 - Support the completion of the University Campus Suffolk and Suffolk New College, e.g. by protecting the Education Quarter land and buildings for linked uses; and
 - Support cultural facilities in the centre.

- 6.19 Ipswich is a key economic driver in the wider sub-region. Whilst the town centre is the hub of office-based activity, retail and leisure activity, and offers the opportunity for clusters to develop around the University Campus, and Ipswich Port is a focus for storage and distribution linked to marine trade, land is needed across the Borough to enable the provision of a range of new jobs across employment growth sectors. The Core Strategy identifies a Strategic Employment Site now known as Futura Park close to the A14 in south-eastern Ipswich and sets out an approach to protecting employment sites and employment areas across the town to meet a variety of needs, Employment land allocations themselves will be made through the site-specific development plan document (policy CS13).
- 6.20 The Core Strategy will also provide an opportunity to attract national and regional voluntary sector organisations to form a base in Ipswich, and promote the growth of social enterprise incubator units and voluntary sector activity.
- 6.21 Although the town centre is the focus for regeneration, many of the town's existing residents live in the suburbs. The town centre improvements will benefit those who use the centre, and efforts to encourage modal shift and to implement the Ipswich Major Scheme known as 'Travel Ipswich' will support accessibility around the Borough by public transport, cycling and walking. In suburban neighbourhoods benefits from growth could include additional jobs provided in the established employment areas, the provision of additional community facilities and urban greening.

CHAPTER 7: The Key Diagram

- 7.1 A key diagram is an important part of the Core Strategy and Policies document. It diagrammatically illustrates on a not-to-scale map of the town the spatial strategy set out within Chapter 6 of the document.
- 7.2 The key diagram illustrates on a simple base map:
- (i) The IP-One Area Action Plan area and, within it, the Ipswich Village, Waterfront and Education Quarter (policy CS3);
 - (ii) Key development locations identified including IP-One, and the District and Local Centres (from policy CS2);
 - (iii) The approach to Ipswich Garden Suburb as the location of development to 2031 (from policy CS10);
 - (iv) The strategic employment site at Futura Park (policy CS13); and
 - (v) The ecological network, green corridor and green rim approach to strategic green infrastructure (policy CS16).

DIAGRAM 3: The Ipswich Key Diagram



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CHAPTER 8: Development of the Strategy

- 8.1 The development of a spatial strategy is a vital component of this document and is central to the Council's Local Plan. It will form the basic framework that will guide the contents of the rest of the Local Plan.
- 8.2 This chapter is divided into six sections. The first provides a **strategic spatial approach to the development of the town**; the next four relate to the components of **'live, work, learn and play'**, and the final section relates to **infrastructure** to support growth and development.

A STRATEGIC SPATIAL APPROACH TO THE DEVELOPMENT OF THE TOWN

- 8.3 This section sets out six strategic issues that will form the central component of the Ipswich spatial strategy - i.e. how and where growth is to be accommodated in order to deliver the Ipswich vision. These issues strongly influence the development of the content of the themed (live, work, learn and play) components of this Core Strategy and from there all the other components of the Local Plan

- 8.4 Six issues are addressed below. They are:

POLICY CS1:
Sustainable Development - Climate Change

POLICY CS2:
The Location and Nature of Development

POLICY CS3:
IP-One Area Action Plan

POLICY CS4:
Protecting our Assets

POLICY CS5:
Improving Accessibility

POLICY CS6:
The Ipswich Policy Area

8.5 Sustainable Development

- 8.6 Achieving more genuinely sustainable development in delivering growth is the key policy thrust of the plan. Sustainability considerations are diverse and need to be prioritised in all decisions relating to the location, form and design of development.
- 8.7 In the following policies, policy CS1 Sustainable Development - Climate Change covers the key areas of energy conservation, carbon reduction and water use; and policy CS4 Protecting our Assets covers the conservation of the built and natural environment and the use of natural resources.
- 8.8 Policies CS2 The Location and Nature of Development and CS5 Improving Accessibility set out the approach to locating development so as to maximise sustainable travel opportunities and to use land efficiently, taking into account existing and future flood risks.
- 8.9 The social and economic objectives of sustainable development are covered in subsequent policies relating to housing provision (see the 'Live' section) and employment provision (see the 'Work' section).

POLICY CS1: Sustainable Development - Climate Change

- 8.10 Achieving sustainable development is a fundamental aim of the planning system and lies at the heart of the vision and objectives set out earlier in this plan. The starting point for considering sustainable development is tackling climate change, because of the scale of the threat and the potential severity of its effects on ecosystems and human existence. The UK Climate Projections 2009 indicate the likelihood in the East of England of higher year round temperatures, higher winter rainfall, lower summer rainfall and sea level rise. Reducing carbon emissions, so as to reduce Ipswich's contribution to climate change, is an imperative of this plan. Not only is it required by national policy but it is also in the direct interests of a town with a central area situated on low-lying land on an estuary subject to tidal flooding.
- 8.11 A consequence of climate change is likely to be increased winter rainfall and decreased summer rainfall (CRed Suffolk report, Suffolk Climate Action Plan, and UK Climate Projections 09) and the full impact on the natural ecosystem is largely unknown. Therefore, as well as reducing the impact of development on climate change, it is equally important to manage water resources through policies for the efficient use of water and minimisation of run-off from new development.

POLICY CS1: SUSTAINABLE DEVELOPMENT - CLIMATE CHANGE

In Ipswich a comprehensive approach will be taken to tackling climate change and its implications through:

- a. Requiring all new development to incorporate energy conservation and efficiency measures, to achieve significantly reduced carbon emissions for all new residential and major non-residential development;**
- b. Requiring all major developments to achieve a target of at least 15% of their energy requirements to be provided through decentralised renewable or low carbon energy sources where feasible and viable;**
- c. Seeking opportunities to develop renewable energy generating capacity including on Council-owned land and buildings;**
- d. Supporting the implementation of the Suffolk Climate Action Plan produced by the Suffolk Climate Change Partnership and other appropriate local carbon reduction schemes;**
- e. Implementing the IMPACT Carbon Management scheme and reducing carbon emissions from the Council's own operations;**
- f. Supporting the protection, caring for and increase in canopy cover across the Borough during the plan period;**
- g. Seeking opportunities to utilise parks and open space and ecological networks potential in the mitigation and adaptation against climate change;**
- h. Supporting the implementation of the Ipswich Flood Defence Strategy by the Environment Agency;**
- i. Requiring building and infrastructure design to incorporate water conservation, capture, recycling and efficiency measures and sustainable drainage systems (SuDS); and**
- j. Supporting the implementation of Travel Ipswich to promote 15% modal shift to reduce carbon emissions.**

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

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

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

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted³.**

- 8.12 Ipswich has an estimated carbon footprint of 4.2 tonnes of carbon dioxide produced each year per head of population (2011 data from Department for Energy and Climate Change). About 42% of those carbon emissions are estimated to come from people's homes, 20.5% from transport (less than the Suffolk and national averages, because of the urban nature of the Borough), 36% from industry and 1.5% from waste. Nationally about 60% of domestic carbon emissions result from space heating and hot water. Therefore improving the energy performance of existing and new domestic buildings is a key sector to target in order to reduce the climate change impacts of new development.
- 8.13 The Government continues to work towards the target of achieving zero carbon homes by 2016. A zero carbon home is currently defined as one that delivers zero net carbon over a year from all 'regulated' energy uses which includes heating, hot water, lighting and fixed appliances. The Government is proposing to implement this through setting greater minimum standards for energy efficiency in the Building Regulations which would operate in tandem with 'allowable solutions' whereby developers can select to either incorporate greater efficiencies in the building's fabric, deliver on- or off-site renewable energy or provide a financial contribution to renewable energy projects elsewhere, or provide a mix of these measures. Ipswich is planning for high levels of housing and employment growth by 2031. This represents a vital opportunity to ensure that this significant addition to the building stock of the Borough minimises its impacts on climate change. Non-residential buildings also offer the opportunity to save emissions and the Government maintains a commitment for non-residential development to be carbon neutral by 2019.
- 8.14 Policy DM1 in Part C of this document provides more detail as to how sustainable buildings can be delivered in Ipswich through the Code for Sustainable Homes for residential development, and BREEAM ratings for non-residential development, in advance of any further Government measures. The Plan is not prescriptive about how developers should achieve these targets. There is a significant amount of existing advice available about sustainable construction⁴.
- 8.15 There is also a social sustainability imperative to reduce carbon emissions from homes. Since 2005, the UK has become a net importer of fossil fuels causing energy prices to rise sharply. Therefore Ipswich needs to be reducing its dependence on these fuels.

³ For example those policies relating to sites protected under the Birds and Habitats Directives (NPPF paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Local Green Space; and Area of Outstanding Natural Beauty; designated heritage assets and locations at risk of flooding or coastal erosion.

⁴ Examples include By Design, CABE Building for Life

- 8.16 The National Planning Policy Framework states that Local Authorities should recognise that it is the responsibility of all communities to contribute to energy generation from renewable or low carbon sources, and that they should have a positive strategy to promote energy from renewable and low carbon sources. The Planning and Energy Act 2008 also allows local planning authorities to adopt policies which require developers to meet a proportion of their energy requirements from renewable or low carbon sources, and this is taken forward through policy DM2. The National Planning Policy Framework requires local planning authorities to support the move to a low carbon future and when setting any local requirements for a building's sustainability, to do so in a way consistent with the Government's zero carbon buildings policy and adopted nationally described standards. Policies should be designed to maximise renewable and low carbon energy generation whilst addressing any adverse impacts satisfactorily, including cumulative landscape and visual impacts. Implementation of this policy will help to make a significant impact on reducing carbon emissions because buildings are a major source of emissions in Ipswich, in advance of the zero carbon buildings programme taking effect. Funding streams such as the Feed in Tariff and Renewable Heat Incentive will be promoted to increase the addition of micro-generation equipment on private properties and Borough owned properties will also be equipped with micro-generation equipment where possible.
- 8.17 The carbon reduction and climate adaptation scheme, Suffolk Climate Change Partnership, is a partnership project with Suffolk County Council and others to help with information sharing, advice and practical measures so that individuals and businesses can reduce their carbon emissions and adapt to a changing climate. This is an essential strand of the strategy in tackling existing buildings and helping people to choose more sustainable lifestyles.
- 8.18 The IMPACT Carbon Management Plan sets out how Ipswich Borough Council will achieve carbon reductions from its own operations. Against a 2007/08 baseline the Council has achieved a 21% reduction by March 2014 against a target of 20% set by the Council in March 2012. The Council also signed the Nottingham Declaration on Climate Change in 2008. The Council applies the Ipswich Standard to its own dwelling stock. The standard includes the provision of energy efficient boilers, double-glazing and insulation.
- 8.19 A combination of the measures set out will help to achieve overall carbon reduction at least in line with national targets. The Climate Change Act 2008 calls for at least 26% reductions from 1990 levels to be achieved by 2020. The Suffolk Climate Change Action Plan 2012 takes this a step further and sets a target of 60% reductions from 2004 levels, by 2025. 2004 is the first year for which there is a full set of emissions data for Suffolk and therefore may prove more practical for monitoring purposes.
- 8.20 Many buildings in Ipswich are at risk of flooding, some from tidal surges and many from heavy rain. This risk will continue to grow as a result of rising sea levels and increasingly heavy rainstorms that can overwhelm drainage systems and cause localised flooding unless mitigation measures are implemented. At the strategic scale, tidal flood risk will be tackled through the completion of the Ipswich Flood Defence scheme including a tidal surge barrier. However developments located within the flood plain will still need to address residual risk in accordance with the National Planning Policy Framework (e.g. the risk of defences failing). Managing surface water run-off is also important. SuDS, rainwater harvesting, storage and where appropriate the use of green roofs or water from local land drainage will be required wherever practical. Such approaches shall be particularly mindful of relevant ecological networks. New buildings need to be more adaptable and resilient to climate change effects in future.
- 8.21 The Haven Gateway Water Cycle Study Stage 1 Report identified issues with water supply and sewerage in Ipswich. It advised that sustainable drainage and other demand management techniques are used to manage water demand and surface water run-off in the Borough. The Council's Drainage and Flood Defence policy DFD10 has required SuDS wherever reasonable practicable since 2002⁵. In addition the Council has a surface water management plan and a strategic flood risk assessment, and there is also a Suffolk local flood risk management strategy and catchment flood management plan, and a National strategy for SuDS, all of

⁵ Ipswich Borough Council Drainage and Flood Defence policy (May 2002, updated August 2009)

which are referred to in the Council's Development and Flood Risk supplementary planning document (September 2013).

- 8.22 Trees, woods and canopy cover as a whole can provide part of the solution to limiting climate change, and to helping society to adapt to the changes that we all face. On a global scale, we must protect and manage the canopy cover we already have as well as planting new canopy cover to "mitigate" climate change. CABI Space - 'The benefits of urban trees' states a 10% increase in green cover can potentially eliminate the effects of climate change on increasing surface temperatures. Forestry commission scientists also state a 4% increase of UK land planted with new woodlands over 40 years could be locking up 10% of the nation's predicted greenhouse gas emissions by the 2050s.
- 8.23 There can be a multitude of benefits: for the climate, for people and for wildlife. Wood is a smart choice - timber is renewable and can replace other materials that require much larger fossil fuel inputs for their production. It can also replace fossil fuels directly in the form of renewable energy, or wood fuel. Trees can help Ipswich to adapt to a changing climate by intercepting rain in heavy rainstorms and to help alleviate flooding, moderate local microclimates – urban areas with trees are cooler in summer and warmer in winter, and help tackle the urban heat island effect, as well as creating a valuable wildlife habitat. Ipswich's canopy cover and health care needs is changing. The Council aims to help the Borough's canopy cover to adapt and become resilient to the changing climate. Canopy cover and arboriculture can be an important and attractive part of the solution in Ipswich.
- 8.24 Green spaces and functioning ecosystems help in adapting to the extremes of climate change. Green areas in the Borough have less of a heat island effect than built-up areas providing opportunities for people to keep cool in hot weather. Green spaces also improve air quality contributing to reduced ground-level ozone, fine particulates and respiratory irritants. Functional ecosystem can also mitigate the risks associated with downstream flooding from extreme rainfall events. In recent years there is also an upsurge in 'growing your own' food on allotments that helps reduce the miles food travels. From mitigating the effects of climate change to improving health, parks and green spaces play a vital part in Ipswich.
- 8.25 This policy implements plan objectives 1 and 2.

POLICY CS2: The Location and Nature of Development

- 8.26 The second vital element of sustainable development is where to locate new development so that people can easily access the jobs, goods and services they want and need, by the most sustainable modes of travel. This benefits individuals by encouraging cycling and walking, which are cheap and healthy ways to get around. It benefits communities by enabling facilities to be accessed by as many people as possible and providing opportunities for people to meet. It benefits the environment and health by reducing vehicular emissions, and the economy by reducing congestion.

POLICY CS2: THE LOCATION AND NATURE OF DEVELOPMENT

The regeneration and sustainable growth of Ipswich will be achieved through:

- a. **Focusing new residential development and community facilities into the town centre, the Waterfront, Ipswich Village, and Ipswich Garden Suburb and into or within walking distance of the town's district centres;**
- b. **Later in the plan period, working with neighbouring authorities to address housing need within the Ipswich housing market area;**
- c. **Focusing major new retail development into the Central Shopping Area;**
- d. **Focusing new office, hotel, cultural and leisure development into Ipswich town centre;**
- e. **Promoting a strategic employment site at Futura Park, Nacton Road, to support economic development and jobs growth;**
- f. **Directing other employment uses (B1 (except office), B2 and B8) to employment areas distributed in the outer parts of the Borough, and there will be a town centre first approach to the location of offices;**
- g. **Dispersing open space based (non-commercial) leisure uses throughout the town with preferred linkage to ecological networks and/or green corridors, and protecting the countryside from inappropriate development; and**
- h. **Development demonstrating principles of very high quality architecture and urban design and which enhances the public realm.**

A sustainable urban extension to north Ipswich is planned subject to the prior provision of suitable infrastructure (see policy CS10).

Major developments within the town centre, Ipswich Village, and district centres should incorporate a mix of uses to help achieve integrated, vibrant and sustainable communities. Major developments (for the purposes of this policy) are defined as commercial developments of 1,000 sq. m or more or residential developments of 10 dwellings or more. Exceptions may be made for large offices or education buildings for a known end user.

Development densities will be high in the town centre, Ipswich Village and Waterfront, medium in the rest of IP-One and in and around the district centres, and low elsewhere, where it does not compromise heritage assets and the historic character of Ipswich.

- 8.27 This approach to the location of development is centred on the town centre (which includes Ipswich Village and the Waterfront), Ipswich Garden Suburb and on the town's district centres. The strategy is illustrated in the key diagram. The exact boundaries of these areas will be defined on the policies map through the policies of this plan and the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. The town centre, Ipswich Village and Waterfront will receive the highest densities of development in the town - including high-density housing developments. Medium-density and locally focused facilities would then be provided elsewhere in IP-One and within and around district centres (defined in paragraph 8.34), with lower density development elsewhere. Developments at higher densities will require special attention being paid to their urban design and greening qualities. Residential densities are defined in policy DM30.
- 8.28 This approach to the location of development enables multiple objectives to be achieved.
- It will maximise opportunities to re-use previously developed land within central Ipswich.
 - It will ensure that new housing is provided close to local shops and facilities that can be accessed by non-car modes, which contributes to reducing carbon emissions and supporting communities.
 - It will support the ongoing regeneration of central Ipswich and particularly of the Waterfront and town centre.
 - It will help to ensure the effective and efficient use of land through developing at appropriate densities according to the accessibility of the location.
 - It will create a sustainable Garden Suburb to help meet the housing needs of the Borough.
- 8.29 This policy therefore implements objectives 4, 6 and 9.
- 8.30 The central urban focus to the location of development also reflects the sequential approach to site selection required by the National Planning Policy Framework (which encourages the use of previously developed land) and maximises the chances of making central Ipswich an increasingly vibrant and dynamic place. Chapter 6 of the plan sets out flood risk considerations.
- 8.31 Later in the plan period after 2024, the Council's housing land supply opportunities within the Borough boundary become more limited and, therefore, there will be a need to consider future development opportunities beyond the boundaries with the neighbouring local authorities. Policy CS7 sets out the Borough's objectively assessed housing need.
- 8.32 The approach to locating employment uses focuses office activity into the town centre, in accordance with the National Planning Policy Framework, to support its vitality and viability. It also provides a strategic employment site, located where it can build on the success of Ransomes Europark. It directs other employment uses, particularly B2 and B8 uses, which tend to be more extensive and less suited to central locations, to the town's outlying employment areas. These are accessible from residential areas, yet sufficiently segregated from them to minimise the possibility of conflicts between residential uses and potentially noisy or odorous industrial activities. The boundaries of employment areas are delineated on the policies map.
- 8.33 Major developments within Ipswich town centre, Ipswich Village, the Waterfront and District Centres are required to include a mix of uses to help create more diverse neighbourhoods that can in turn contribute to the vibrancy of the town and district centres and reinforce a sense of place and distinctiveness. For example, including some residential uses within office areas helps to keep the areas populated after office hours. This in turn can encourage more shops and community uses to locate there creating truly mixed-use neighbourhoods. Living over shops is also a way to make more efficient use of buildings. However, where development is for the use of a known, single large user, an exception may be made if it is demonstrated that mixed use would harm the viability of the scheme. This mixed-use approach will not apply in the identified employment areas of the town centre unless specified in site allocations.

8.34 The district centres referred to in the policy and identified in the key diagram are as follows:

- Meredith Road (3)
- Norwich Road (1-91, 2-110) / Bramford Road (7)
- Hawthorn Drive (9)
- Stoke Park (11)
- Wherstead Road (13)
- Cauldwell Hall Road / Woodbridge Road (418-785) (18)
- Felixstowe Road (55-201, 120-190) (23)
- Nacton Road (270-374) (28)
- Ravenswood (47)
- Woodbridge Road East (27-53) / Heath Road (17)
- Sproughton Road / Eastway (to be developed)
- Duke Street (48)

8.35 Ipswich Garden Suburb (see policy CS10) will also contain a district centre that would join the above list.

8.36 Within a 400m straight line distance from district centres, the Council would support the provision of identified community facilities (see Appendix 4). Within a wider zone of 800m, the Council would support in principle medium density housing provision to try to increase the proportion of people living near to shops and community facilities.

8.37 It should be noted that many of the centres above already have some of the community facilities mentioned within 400m of their centres. Zonal maps of the above centres are shown on Plan 1.

8.38 In dispersing open space across the Borough, where possible provision should be in low-lying areas needed for flood storage or conveyance.

8.39 Delivering high quality change, which safeguards the best of the town's urban character and neighbourhoods and secures positive improvements, is not just confined to the IP-One Area and Conservation Areas. The NPPF advises that sustainable development 'involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life'. To facilitate this, an Urban Character Study supplementary planning document is being undertaken to define the environmental characteristics of the Borough as a whole.

POLICY CS3: IP-One Area Action Plan

8.40 As the spatial strategy focuses development to a significant degree on central Ipswich and particularly on the areas that ring the historic core, the Council is preparing an area action plan for the area - known as IP-One - to guide its delivery, which will be incorporated into the Site Allocations and Policies development plan document (DPD). The IP-One area has been defined by the Council. It is slightly larger than the town centre and includes the central shopping area, Ipswich Village, the Waterfront and the Education Quarter. The IP-One area is indicated broadly on the key diagram. It is defined on the policies map.

POLICY CS3: IP-ONE AREA ACTION PLAN

The Council will prepare and implement an IP-One Area Action Plan incorporated in the Site Allocations and Policies development plan document to plan for significant change in central Ipswich. The Area Action Plan will include policies which:

- a. **Define the extent of the Waterfront and Ipswich Village;**
- b. **Allocate sites for development in IP-One**
- c. **Set down development principles to apply in identified opportunity areas where change will be concentrated;**
- d. **Define and safeguard the Education Quarter to support the development of University Campus Suffolk, Suffolk New College and a new primary school;**
- e. **Identify heritage assets which development proposals will need to have regard to and integrate new development with the existing townscape;**
- f. **Define the Central Car Parking Core within which parking controls will apply;**
- g. **Identify where new community facilities and open space should be provided within IP-One;**
- h. **Provide a framework for the delivery of regeneration in IP-One and address the need for infrastructure, including the need for an additional access to the Island Site; and**
- i. **Provide tree-planting, urban greening schemes mindful of the ecological network to improve the street scene and permeability for wildlife throughout the town centre.**

Sites and designated areas within the IP-One area will be identified on a revision of the policies map to be prepared alongside the DPD.

8.41 Area action plans are intended as a tool to guide development in areas where change is expected and/or conservation policies apply. IP-One includes both types of area, encompassing as it does the medieval core of the town, which now forms the focus for the Central Shopping Area; the Waterfront and Village where regeneration activities are focused at present; and the Education Quarter where University Campus Suffolk is taking shape. The IP-One Area Action Plan builds on earlier work that resulted in the publication of a non-statutory area action plan in 2003.

POLICY CS4: Protecting our Assets

- 8.42 Ipswich has a rich and varied heritage of built, historical and natural assets, including more square miles of park per thousand population than anywhere else in the UK. The Borough contains:
- Over 600 listed buildings and structures;
 - 14 conservation areas;
 - A Ramsar Site and Special Protection Area for Birds (part of the Stour and Orwell Estuaries site);
 - 4 Sites of Special Scientific Interest – three for wildlife and one for geology;
 - 19 County Wildlife Sites;
 - 10 scheduled monuments;
 - 3 County Geodiversity Sites
 - 2 Regionally Important Geological Sites
 - An ancient woodland;
 - An area of archaeological importance for its Anglo-Saxon remains in central Ipswich; and
 - 3 registered parks and gardens and 518 hectares of parks and open spaces.

There is also a Suffolk Biodiversity Action Plan (BAP), which identifies certain habitats and species of particular importance to Ipswich, and a small part of the Borough lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.

- 8.43 These assets help to make Ipswich the place it is and they make an important contribution to people's quality of life in the Borough. They may also have a wider national and international value and interest and, in the case of wildlife, play an important role in the function of complex ecosystems. Therefore, these valuable elements of the Ipswich asset base must be protected, enhanced and integrated sensitively with new development.
- 8.44 The Ipswich asset base also includes all the finite natural resources that the Borough depends on, such as minerals used in construction and land and soil itself. The concept of 'one planet' living illustrates the issue of resource use and the impacts of our lifestyles on the environment. Currently our lifestyles in Europe are such that, if everyone worldwide lived in the same way, we would need three planets Earth. This is unsustainable. We therefore need to take opportunities to use natural resources more sparingly and efficiently, to re-use and recycle materials and to source materials locally where possible.

POLICY CS4: PROTECTING OUR ASSETS

The Council is committed to conserving and enhancing the Borough's built, historical, natural and geological assets.

The Council will conserve and enhance the character and appearance of conservation areas, by preparing character appraisals and using them to guide decisions about development. The Council will also conserve and enhance heritage assets within the Borough through its development management policies.

The Council will also seek to conserve and enhance local biodiversity in accordance with the National Planning Policy Framework and national legislation by:

- Applying an appropriate level of protection to international and nationally designated sites;**
- Requiring new development to incorporate provision for conserving and enhancing local biodiversity, canopy cover and geodiversity interests;**
- Supporting the Greenways Project;**

- d. **Designating additional Local Nature Reserves where appropriate;**
- e. **Preparing and implementing management plans for Council owned wildlife sites; and**
- f. **Identifying an ecological network across Ipswich and linking into adjacent areas, and protecting and enhancing it in accordance with policy DM31 to maximise the benefits of ecosystem services.**

The Council will encourage the use of local reclaimed, renewable, recycled and low environmental impact materials in construction, in order to conserve finite natural resources and minimise environmental impacts. New development will also be required to minimise the amount of waste generated during construction and through the lifetime of the building.

- 8.45 Most of the built, historical and natural assets are protected by one or more pieces of legislation, policy documents or circulars, including:
- EU Habitats Directive;
 - Wildlife and Countryside Act 1981;
 - The National Parks and Access to the Countryside Act 1949;
 - Countryside and Rights of Way Act 2000;
 - Ramsar Convention on Wetlands;
 - Hedgerows Regulation 1997;
 - Plant Health Act 1967 and orders;
 - Forestry Act 1981;
 - Natural Environment and Rural Communities Act 2006;
 - The Town and Country Planning Act 1990;
 - Planning (Listed Buildings and Conservation Areas) Act 1990;
 - Ancient Monuments and Archaeological Areas Act 1979;
 - National Heritage Act 1983;
 - The National Planning Policy Framework (2012);
 - The Localism Act 2011; and
 - Government Circular 1/01.
- 8.46 This framework of legislation, guidance and policy currently provides comprehensive protection for the assets. Considering first listed buildings, the Council will rely on this national legislation, policy and guidance to guide their protection. Local policy is also provided through policy DM8 Heritage Assets and Conservation. However, national policy has been consolidated into the National Planning Policy Framework with the Historic Environment Planning Practice Guidance produced by English Heritage remaining applicable to ensure that policy and guidance are properly inter-related and that listed buildings, conservation areas and other heritage assets will be adequately protected as at present. As the English Heritage guidance is described as a 'living draft' and has been the subject of a draft revision to coincide with the NPPF, the Council is preparing a supplementary planning document to protect the special local distinctiveness of Ipswich heritage assets if necessary (the Urban Character Supplementary Planning Document).
- 8.47 Conservation areas differ from listed buildings in that they are locally designated. Their designation is based on the particular character of the area and local planning authorities are encouraged to prepare character area appraisals and management plans for conservation areas as a tool to guide development management decisions. Therefore the policy will apply in conservation areas.
- 8.48 All conservation areas have been the subject of detailed Conservation Area Character Appraisals. Those for areas designated by 1994 were the subject of public consultation and Council approval during 1994-95. Subsequently three additional conservation areas were declared in 1995, 2003 and 2005 for which appraisals were also prepared. Periodic reviews of all conservation areas are required by heritage legislation and these have been undertaken at approximately five yearly intervals since 1994 involving a review of boundaries, the descriptive content of the appraisals and the area specific policies and proposals. The Local Plan anticipates major change in or adjacent to

parts of the Central Conservation Area but this is not expected or proposed to the same extent for the remainder of conservation areas.

- 8.49 The Orwell Estuary provides an important ecological network and landscape setting for Ipswich and helps define its history. It is characterised by its broad expanse of water and its gently rolling, wooded banks. The transition between the built-up character of Ipswich and open countryside is quite sharply defined around most of the present Borough boundary, with the transition from urban to rural appearance and uses being clearly appreciable. The Orwell Estuary will be covered by the South East Inshore Marine Plan when it is completed. This will set out priorities and directions for future development within the plan area, inform sustainable use of marine resources, and help marine users understand the best locations for their activities, including where new developments may be appropriate. An East Inshore and Offshore Marine Plan was adopted on 2nd April 2014 which covers an area adjacent to the Suffolk Coast north of the River Orwell. Early consultation with the Marine Management Organisation will be required where any work requiring consideration under the Marine Works (Environmental Impact Assessment) Regulations 2007 is to be undertaken.
- 8.50 For wildlife habitats, an ecological network approach has been adopted in accordance with the National Planning Policy Framework. Ecological networks are an effective way to conserve wildlife and biodiversity where habitats have become fragmented. They support its resilience to pressures such as urban development and climate change. The network includes internationally, nationally and local designated sites which are protected in accordance with the National Planning Policy Framework. Development in the vicinity of areas with nature / wildlife and geological designations must take into account the wider effects on those sites. The Council also recognises its biodiversity responsibility under the Natural Environment and Rural Communities Act 2006. This Act introduced the requirement for public bodies, in exercising their functions, 'to have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'.
- 8.51 Ipswich will see significant new building over the plan period. It is therefore essential that opportunities be taken through development to conserve and enhance the biodiversity and canopy cover that is essential to life. This will include in some cases providing and enhancing strategic green space, such as the existing ecological networks, with biodiversity features, and in all cases incorporating provision for biodiversity. This could include green roofs or walls for insects and birds, wood piles for beetles, nest boxes for birds, and in ecological networks can increase permeability of wildlife in new development through biodiversity enhancements. Therefore the policy will apply to all new developments in the Borough. Development at the Ipswich Garden Suburb will provide an opportunity to contribute to biodiversity.
- 8.52 The Stour and Orwell Estuary Special Protection Area is protected under the Habitats Directive due its importance for bird populations. The plan has been subject to an Appropriate Assessment under the Habitats Directive. This concluded that visitor numbers to the Orwell Estuary will increase as a result of growth in the Ipswich Policy Area and could adversely affect the Estuary's Special Protection Area for birds. Measures to avoid and mitigate any such potential impacts are included in the plan.
- 8.53 Scheduled Monuments are designated by the Secretary of State who must approve any works that might affect them, having consulted English Heritage as the body responsible for national policies on their maintenance and recording. National policy obviates the need for a local policy on this matter. Proposals affecting designated and non-designated Ipswich heritage assets should be informed by the Historic Environment Record for Suffolk maintained by the County Council which is also consulted on planning applications that could affect archaeology. Ipswich's archaeological legacy is important in helping to tell the town's story and will therefore be protected and managed in accordance with the NPPF and policies CS4 and DM8. Central Ipswich is an Area of Archaeological Importance, for which a development management approach is set out in policy DM8.
- 8.54 Living ancient monuments such as veteran and near veteran trees in the ancient stage of their life are of interest biologically, aesthetically and culturally because of their age. Ancient and semi-natural woodlands and veteran trees are irreplaceable habitats of high biodiversity value should be protected from development that would result in significant damage.

- 8.55 English Heritage also has a role registering historic parks and gardens. Whilst registration offers no additional statutory protection, it is a material consideration in development management.
- 8.56 In addition to protected Listed historic buildings, there are many buildings of local townscape interest (on 'local lists') that are not just confined to conservation areas but are located throughout Ipswich. Some of these buildings may be the main architectural landmarks of distinction in the local area. Many such buildings were designed during the 19th and 20th Centuries by local architects. Local authorities are encouraged to prepare inventories of such buildings and add these to the Historic Environment Record. It is government policy that these non-designated heritage assets should be taken into account when determining planning applications to ensure their retention so as to help maintain local distinctiveness and a sense of place. An Ipswich Local List dating from 1977 has been updated and adopted as a supplementary planning document in September 2013
- 8.57 All the designated sites or areas will be listed in the Site Allocations and Policies (incorporating IP-One Area Action Plan) plan document and will be identified on the policies map.
- 8.58 The Council will encourage the conservation and efficient use of natural resources in order to work towards sustainable 'one planet' living in Ipswich. This will be implemented through a development management policy in Part C of this document that applies the framework provided by the Code for Sustainable Homes and BREEAM rating, subject to any forthcoming Government changes to the Code. In addition, new development will be required to minimise waste generated.
- 8.59 Policies for the protection of assets through the development management process are set out within Part C of this document.
- 8.60 This policy supports plan objective 1.

POLICY CS5: Improving Accessibility

- 8.61 Ipswich is planning for growth and ways therefore need to be found to optimise the accessibility of new developments without increasing congestion. The town benefits from being relatively compact, which lends itself to cycling and walking.
- 8.62 In addition, the transport sector is a significant source of carbon dioxide emissions, which need to be reduced as part of a comprehensive approach to tackling climate change. It is also responsible for the pollution in the Ipswich Air Quality Management Areas and therefore there are also potential health benefits to tackling vehicular emissions through a comprehensive approach to mobility and access. Therefore the following policy will be applied to all development.

POLICY CS5: IMPROVING ACCESSIBILITY

Development should be located and designed to minimise the need to travel and to enable access safely and conveniently on foot, by bicycle and by public transport (bus and rail). This will encourage greater use of these modes. The Council will support the implementation of the Travel Ipswich scheme and will work with the Highway Authority to manage travel demand in Ipswich and in doing so will prioritise the introduction of an integrated cycle network.

- 8.63 If people are to be encouraged to walk, cycle and use public transport, to help the town achieve environmental and health objectives, then developments must be located and designed such that these modes rival the car for cost and convenience and that routes are more pleasant in the surroundings such as along avenues or ecological networks.
- 8.64 The Travel Ipswich scheme has been developed over recent years to support regeneration objectives through an integrated package of sustainable transport measures. It will include changes to the town centre bus interchanges; expansion and improvement of other bus facilities; an Urban Traffic Management and Control system; a Real Time Passenger Information system; and a detailed programme of improvements to walk/cycle routes and crossings in and around the town centre.
- 8.65 The Travel Ipswich scheme will deliver wide-ranging improvements for users of these modes.
- 8.66 This policy is also aimed at ensuring the accessibility of buildings and developments by people whose mobility is impaired.

POLICY CS6: The Ipswich Policy Area

- 8.67 Ipswich has relatively tight administrative boundaries and clearly there are cross boundary issues that are relevant to the development and future of the Borough, the urban area of Ipswich and surrounding areas.
- 8.68 This has long been recognised within the former Suffolk Structure Plan via the identification of the 'Ipswich Policy Area'. The Ipswich Policy Area consists of parts of the areas of Suffolk County Council, Babergh District Council, Mid Suffolk District Council and Suffolk Coastal District Council and the whole of Ipswich Borough's area, and the Ipswich Policy Area Board consists of councillors and is a key vehicle for cross boundary planning. The boundary of the Ipswich Policy Area is mapped at Appendix 3 for information.
- 8.69 In planning strategically for housing, employment and infrastructure provision, the Council will need to continue to work closely with neighbouring local authorities to ensure a coordinated approach in line with the Duty to co-operate.

POLICY CS6: THE IPSWICH POLICY AREA

Ipswich Borough Council recognises the importance of joint working and the coordination of planning policies around the fringes of Ipswich, in order to deliver appropriate development. It will achieve this in a variety of ways:

- a. **Formal working through the Ipswich Policy Area Board or other relevant forums and developing a jointly agreed strategy;**
- b. **Joint working on Local Plan evidence gathering, monitoring and updating, to ensure a consistent approach; and**
- c. **Joint working to develop shared approaches, such as that for strategic green infrastructure and strategic development sites.**

The preparation of joint or aligned development plan documents is to be explored later in the plan period, to ensure a coordinated approach to meeting the objectively assessed housing needs of the Ipswich housing market area and achieving economic growth.

- 8.70 The Council recognises the importance of joint working on Ipswich Policy Area matters. At present this is achieved through joint working on evidence base documents to inform development plan documents. In the future, the preparation of joint or aligned development plan documents is to be explored.
- 8.71 The Borough Council will continue to comment on key strategic planning applications in neighbouring authorities and their respective Local Plan documents. Neighbouring authorities, including parish councils, will have the opportunity to comment at all stages of the production of the Ipswich Local Plan.
- 8.72 Ipswich Policy Area Board involves councillors and officers from the Borough Council, the neighbouring authorities (Suffolk Coastal, Mid Suffolk and Babergh) and the County Council to focus on and discuss development issues. More details on this are provided within Chapter 10.

LIVE

8.73 The strategic planning of new homes is a key part of the Local Plan. This section addresses the strategic issues associated with delivering new homes.

8.74 It is divided into the following six policies:

POLICY CS7:
The Amount of New Housing Required

POLICY CS8
Housing Type and Tenure

POLICY CS9
Previously Developed Land Target

POLICY CS10
Ipswich Garden Suburb (formerly Ipswich Northern Fringe)

POLICY CS11
Gypsy and Traveller Accommodation

POLICY CS12
Affordable Housing

8.75 These are addressed in turn below:

POLICY CS7: The Amount of Housing Required

8.76 The Council had an adopted target to allocate land to accommodate at least 14,000 additional residential dwellings between 2001 and 2021 (at 700 dwellings per annum) and a further 700 dwellings per annum thereafter to 2027. Following updated population and household projection modelling work, the Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. However given the capacity constraints of housing land supply in the Borough, there will be a need to engage with neighbouring authorities through the Ipswich Policy Area to meet future population and household needs.

8.77 Since 2001 various developments have been built or received planning permission and 6,903 dwellings were completed between 2001 and 2011. A number of developments continue to have unimplemented planning permissions and some remain under construction. Therefore, the number of dwellings that the Council will need to allocate land for through the Local Plan process is fewer than 13,550 required to 2031. Table 2 below sets out the housing land supply and requirement figures as at April 2014, looking forward to 2031.

TABLE 2 HOUSING LAND SUPPLY AND REQUIREMENT AT APRIL 2014

		Number of dwellings	Discounted Numbers	Cumulative Numbers
1	Dwellings completed between 2011 and 2014	546	-	546
2	Dwellings under construction	561	-	1,107
3	Dwellings with planning permission	1,496	1,346	2,453
4	Dwellings with a resolution to grant planning permission (subject to the prior completion of a Section 106 agreement)	569	512	2,965
5	Number of dwellings required on new site allocations, in a broad location and on windfall sites to 2031	10,585		13,550

TABLE NOTES

The discounted numbers in the table allow 10% slippage for planning permissions that may not be implemented.

Line 1: Actual numbers of dwellings built between 1st April 2011 and 31st March 2014.

Line 2: Dwellings under construction at 31st March 2014 - assumed that all will be completed over the plan period.

Line 3: Other dwellings with planning permission at 31st March 2014 - assumed that 10% of these will not be completed.

Line 4: Dwellings with a resolution to grant planning permission from the Council's Planning and Development Committee but which are awaiting completion of a Section 106 Agreement before planning permission is issued, at 31st March 2014 - assumed that 10% of these will not be completed.

Line 5: To reach the local target of 13,550 dwellings by 2031 together with windfall sites, further land will need to be allocated within the Borough, and other locations within the Ipswich Policy Area identified with neighbouring authorities later in the plan period, for at least 10,585 new homes.

- 8.78 National guidance in the National Planning Policy Framework, is that Local Planning Authorities should set out their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption of the relevant development plan document.

- 8.79 This should include identifying a specific supply of developable sites for years 1-10 from adoption and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated. In the case of Ipswich this will be within the Borough boundary at this stage but future discussions will be required with neighbouring authorities within the Ipswich Policy Area due to capacity constraints. Windfall sites will also contribute to the housing supply and these are defined in the National Planning Policy Framework as sites not specifically identified as available in the Local Plan process and normally comprise previously-developed sites that have unexpectedly become available.

POLICY CS7: THE AMOUNT OF NEW HOUSING REQUIRED

The Council will endeavour to enable housing delivery to meet its objectively assessed housing need throughout the plan period. The Council will allocate land to provide for at least an additional 5,434 dwellings net in the Borough, with a lower amount of 4,734 expected by 2031 to account for a long build out period for the development of the Ipswich Garden Suburb. Sites will be identified through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document in accordance with the spatial strategy in this Core Strategy, in addition to the land allocated at the Ipswich Garden Suburb.

The Ipswich Garden Suburb development will contribute significantly to meeting the housing needs of the Borough throughout the plan period.

To meet the remaining requirement of 5,851 dwellings to 2031, the Council will rely on windfall sites and will work with neighbouring local authorities to address housing need later in the plan period.

- 8.80 Table 2 shows that, as a result of housing completions between 2011 and 2014, 13,004 dwellings remain to be delivered between 2014 and 2031 in order to meet the requirement.
- 8.81 Sites will be allocated through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document, having regard to the strategy set out within this document and in CS10. The Council has undertaken an update to the 2010 Strategic Housing Land Availability Assessment (SHLAA) and is satisfied that sites within the Borough are capable of delivering the housing requirement in the ten years to 2024. The SHLAA will be periodically updated.
- 8.82 The phasing of housing sites will be informed by the findings of the SHLAA, infrastructure delivery and the preparation of master plans. The SHLAA informs the Council's housing trajectory. It is based on recent contact with developers and landowners. It is from this potential supply that site allocations are drawn. Within the tightly drawn boundary of Ipswich, options for the housing land supply are inevitably limited, hence the need to consider future development opportunities beyond the Borough boundaries. Table 3 below provides a breakdown of the housing land supply whilst Table 4 provides a breakdown by delivery period. Delivery will be monitored closely through the Council's Authority Monitoring Report.
- 8.83 In working with neighbouring authorities to address housing need later in the plan period, consideration will need to be given to avoiding or minimising effects in these areas including environmental designations, landscape, townscape and historic assets. This policy supports plan objective 3.

TABLE 3 ESTIMATED HOUSING DELIVERY FOR 2014-2031 EXCLUDING CURRENT PERMISSIONS AS AT 1ST APRIL 2014

Area of Ipswich	%age (dwellings) Previously developed land	Total Additional dwellings 2014-2031
IP-One	100%	932
Rest of built up area	70.1%	1,002 (PDL: 702)
Ipswich Garden Suburb (see policy CS10)	0%	2,800
Total 2014-2031 (excluding windfall and broad locations)	34.8%	4,734 (PDL: 1,634)
Small windfall sites (fewer than 10 dwellings) 2015-2031	90%	900 (PDL: 810)
Large windfall sites (10 or more dwellings) 2020-2031	90%	900 (PDL: 810)
Residual need later in plan period	0%	4,051
Total 2014-2031	30.7%	10,585 (PDL: 3,254)

TABLE 4 ESTIMATED HOUSING DELIVERY AND PREVIOUSLY DEVELOPED LAND (PDL) TRAJECTORY (INCLUDING SITES WITH PLANNING PERMISSION AND UNDER CONSTRUCTION BUT NOT INCLUDING WINDFALL SITES)

Time period	2001- 2011	2011-2014	2014-2031
Housing Delivery	6,903	546	7,153
PDL%	94.5%	73%	53.9%

POLICY CS8: Housing Type and Tenure

- 8.84 National policy in the National Planning Policy Framework calls for a variety of housing to be provided in terms of tenure, type and size in order to support the creation of mixed and sustainable communities. This demands an understanding of the existing dwelling stock, and the nature and needs of existing and projected future households. It also requires some understanding of the Ipswich housing market. A Strategic Housing Market Assessment (SHMA) of the Ipswich housing market area was published in November 2008 and provides evidence to support policy preparation on this matter. The SHMA has subsequently been updated with the most recent version published in August 2012.
- 8.85 It identifies key housing issues for Ipswich as follows:
- Ongoing need for significant affordable housing, primarily small homes reflecting decreasing household size;
 - Ipswich's cheapest housing stock for sale is dominated by small, two and three bedroom terraced homes, but this stock is ageing and often in poor repair;
 - Meeting the housing needs of an ageing population;
 - Responding to demographic changes - Ipswich is seeing growth in its student population, and in Black and Minority Ethnic communities;
 - Reconciling a constrained land supply and decreasing household size with a current oversupply of flats and poor perceptions of flats; and
 - Matching the jobs to be created with the housing workers will want and need.
- 8.86 The affordable housing need is primarily for small homes including smaller family homes, whilst for market housing, provision will need to match aspirations for job creation and improved qualification levels.
- 8.87 Creating sustainable communities requires the Council to compare the stock with the need for both market housing and affordable housing and the likely profile of household types requiring housing (e.g. do they contain children, are they single person households?).
- 8.88 The main drivers for change identified in the SHMA are:
- The growth of employment and housing;
 - Investment aimed at raising qualification and income levels in Ipswich;
 - An ageing population;
 - The growing presence of students; and
 - Fast growing BME groups in Ipswich.

POLICY CS8: HOUSING TYPE AND TENURE

The Council will plan for a mix of dwelling types to be provided, in order to achieve mixed and sustainable communities. All major schemes over 10 dwellings will be expected to provide a mix of dwelling types and sizes in accordance with the Council's Housing Needs Study and Strategic Housing Market Assessment.

Exceptions to this approach will only be considered where:

- a. The site location, characteristics or sustainable design justify a different approach; or**
- b. A different approach is demonstrated to better meet housing needs in the area; or**
- c. A different approach would expedite the delivery of housing needed to meet targets and is acceptable in other planning terms.**

The Council will support Self Build, Custom Build and Co-Housing developments for residential accommodation in appropriate locations, in the interests of supporting high quality homes which meet the identified needs of the Borough.

- 8.89 A balance of types of properties is needed across the plan period, rather than a significant majority of one type at one time. The approach set out in this policy will help to ensure a variety of provision.
- 8.90 The market has a key role to play in this issue. Between 2001 and 2011 housing supply in Ipswich consisted mainly of flats. More recently flats have proved vulnerable to changing market conditions, demonstrating the speed with which the market view can change.
- 8.91 In the wider Ipswich housing market however, the growth in the provision of flats in central Ipswich has been complemented by housing development elsewhere in the Borough, such as at Ravenswood, and on residential sites outside the Borough but within the Ipswich Policy Area.
- 8.92 The approach to mix on major sites reflects the fact that larger schemes can best integrate a variety of housing types and can do so whilst still achieving appropriate densities, according to their location.
- 8.93 This policy links closely with policy CS2, which sets out a locational approach to development density, policy CS7 in setting out the housing requirement, and policy DM30 which covers housing density. Density is inextricably linked with the dwelling types and sizes that a development can incorporate together with the amount of land needed to meet the housing requirement. Central sites should be high-density developments (containing a higher proportion of flats); sites in or close to district centres should be medium-density developments (a mix of flats and houses or town houses); and sites elsewhere should be low-density developments (containing a higher proportion of houses).
- 8.94 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that a range of sites are available for different areas of the housing market. The exceptions in this policy allow a degree of flexibility in controlled conditions. For example it may be appropriate in certain circumstances for some sites to deliver more market housing in response to viability constraints. Additionally, where the market is failing to provide an appropriate level of affordable housing to meet the identified need, the Council may deliver up to 100% of a site for affordable housing within the context of the wider needs of the community.
- 8.95 Self Build or Custom Build is seen to support the individual self-builder, or community group for the delivery of low cost sustainable housing on small scale infill or windfall sites, or as part of large-scale planned development, for example at the Ipswich Garden Suburb, and will help in the delivery of a wide choice of high quality homes.
- 8.96 The Council will check the mix of housing being provided on large sites through the Authority Monitoring Report.
- 8.97 This policy supports plan objectives 3 and 4.

POLICY CS9: Previously Developed Land

- 8.98 The Government encourages the use of previously developed land known as brownfield land through the National Planning Policy Framework and enables local planning authorities to consider setting locally appropriate targets.

POLICY CS9: PREVIOUSLY DEVELOPED LAND

The Council will focus development on previously developed land first while recognising that greenfield land will need to be developed to meet its objectively assessed housing need and forecasted jobs growth. This reflects the locational strategy set out in policy CS2, which focuses development primarily into central Ipswich. It will in turn be reflected in site allocations made in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

- 8.99 Between 2011 and 2014 73% of new residential development in Ipswich took place on previously developed land. The Council is proud of its very strong record in this area. However, as previously developed sites become redeveloped and regenerated, it will become more difficult to sustain this proportion of development on previously developed land over the plan period. The twin approach adopted of urban regeneration plus greenfield urban extension ensures that the Council can address its objectively assessed housing need.
- 8.100 In terms of employment development, between 2001 and 2014, quite a high proportion has taken place on greenfield land, largely because of the role that Ransomes Europark has played in meeting demand. This will decline now as Ransomes Europark nears completion. Of the Borough's employment land supply at April 2014 the majority the supply is on previously developed land, except the remaining land at Ransomes Europark, land north of Whitton Lane and land at Airport Farm Kennels.
- 8.101 It does not necessarily follow that previously developed land is less biodiverse than greenfield land. For example, in some instances former industrial processes can create conditions suitable for certain communities of plants and animals to flourish that would not normally be found in such a locality. Therefore policy DM31 will apply to all sites.

POLICY CS10: Ipswich Garden Suburb

- 8.102 The Council needs to meet the full, objectively assessed needs for housing in the Borough (National Planning Policy Framework paragraph 47). Specific sites will need to be identified for the first five years of the plan period. For the following ten years, specific sites or broad locations can be indicated.
- 8.103 Urban regeneration objectives have led the Council to focus development into central Ipswich over recent years. This has supported the successful regeneration of the Waterfront and Ipswich Village, introducing a greater range of uses into each, thereby adding to their diversity and vibrancy. This strategy has seen significant redevelopment of previously developed sites within the town (including 93% of all housing between 2001 and 2014). It has benefited from rationalisation and restructuring in the employment sector away from more land intensive activities such as manufacturing, so that sites such as that on Ranelagh Road (formerly Compar Reavell) have come forward for mixed use redevelopment. However, the manufacturing sector has shrunk significantly and therefore it raises the question as to how far into the future the rationalisation of land uses in the centre of Ipswich will sustain a supply of brownfield sites.
- 8.104 The tight urban boundary to Ipswich Borough means that there is only one area of extensive greenfield land still available on the periphery of the town and within the Borough. The land is located on the northern edge of the urban area and is known as the Northern Fringe. Development of the Northern Fringe following garden suburb principles would represent a major urban extension to the town and, therefore, it is a strategic proposal to be planned through the Core Strategy.

POLICY CS10: IPSWICH GARDEN SUBURB

Land at the northern fringe of Ipswich, which is referred to as Ipswich Garden Suburb, will form a key component of the supply of housing land in Ipswich during the plan period due to the limited availability of previously developed land.

The site, identified on the policies map, consists of 195ha of land which will be developed as a garden suburb of three neighbourhoods: a Northern neighbourhood (east of Henley Road and north of the railway line), a Southern neighbourhood (west of Westerfield Road and south of the railway line) and an Eastern neighbourhood (east of Westerfield Road). Over the plan period, the site will deliver land uses as set out below:

Land use	Approximate area in hectares
Public open space	40
A Country Park (additional to the public open space above)	24.5 (minimum)
Residential development of approximately 3,500 dwellings	102
A District Centre providing:	3.5
i. A maximum of 2,000 sq m net of convenience shopping, to include a medium/large supermarket between 1,000 and 1,700 sq m net;	
ii. Up to 1,220 sq m net of comparison shopping;	

- iii. Up to 1,320 sq m net of services uses including non-retail Use Class A1, plus A2 to A5 uses;
- iv. A health centre;
- v. A library;
- vi. A police office;
- vii. A multi-use community centre; and
- viii. Appropriate residential accommodation in the form of upper floor apartments.

Two Local Centres together providing:	1.5 including 0.5ha per local centre in the Northern and Eastern neighbourhoods and 0.5ha within the Northern neighbourhood for the country park visitor centre / community centre.
i. Up to 500 sq m net of convenience retail floorspace	
ii. Up to 600 sq m net of comparison retail floorspace; and	
iii. Up to 500 sq m net of service uses including non-retail Use Class A1, plus Classes A2 to A5.	
 A secondary school within the Eastern neighbourhood	 9
Three primary schools	6
Primary road infrastructure, including a road bridge over the railway to link the Northern and Southern neighbourhoods	8.5
Total	195

The broad distribution of land uses is indicated on the policies map. The detailed strategic and neighbourhood infrastructure requirements for the development and the triggers for their delivery are included in Table 8B in Chapter 10.

Future planning applications for the site shall be supported by an Infrastructure Delivery Plan based on the identified infrastructure requirements set out in Table 8B. The Infrastructure Delivery Plan shall set out in more detail how the proposed development and identified strategic and neighbourhood infrastructure will be sequenced and delivered within the proposed schemes.

A prerequisite for any development being granted planning permission in the Garden Suburb will be the preparation by the Council of a supplementary planning document providing a development brief to:

- a. guide the development of the whole Ipswich Garden Suburb area;
- b. amplify the infrastructure that developments will need to deliver on a comprehensive basis alongside new housing, including community facilities and, at an appropriate stage,

the provision of a railway crossing to link potential development phases, in the interests of sustainability and integration;

- c. identify the detailed location of a district and two local centres and other supporting infrastructure; and**
- d. provide guidance on the sequencing of housing and infrastructure delivery required for the development**

Any development will maintain an appropriate physical separation of Westerfield village from Ipswich and include green walking and cycling links to Westerfield station, and provide the opportunity for the provision of a country park as envisaged by CS16 and is more particularly identified in the SPD.

The land to the west of Tuddenham Road north of the railway line is allocated for the replacement playing fields necessary to enable development of the Ipswich School playing field site as part of the Garden Suburb development.

- 8.105 The indicative capacity at the Northern Fringe (Ipswich Garden Suburb) identified in the Strategic Housing Land Availability Assessment: has been reduced to 3,500 dwellings following early capacity work on the Ipswich Garden Suburb supplementary planning document. The Council has identified a need for 13,550 dwellings between 2011 and 2031, and the Garden Suburb forms a key component of meeting this need. The Council will work with Babergh, Mid Suffolk and Suffolk Coastal District Councils to ensure optimum sustainable distribution of housing within the Ipswich Policy Area, bearing in mind the amenity and ecological value of the countryside outside the Borough boundary as well as within it, and the increased congestion effects of any development outside the Borough boundary.
- 8.106 The policy provides for residential led development at the Ipswich Garden Suburb. The County Council's Structure Plan in 2001 concluded that of all major greenfield sites around the edge of Ipswich, the north Ipswich area was the most appropriate next one to build on. This conclusion was reached following an independent examination of various options.
- 8.107 In practical terms there are no other areas within the Borough boundary that the Council could realistically identify as having the potential as a location of future growth across the plan period.
- 8.108 The infrastructure requirements at the Garden Suburb will be significant and include new roads ecological networks and green corridors, new public transport routes and services, green infrastructure such as allotments and sports facilities, new schools, new recreation provision, healthcare provision and local shopping facilities. This infrastructure can also deliver benefits to the existing communities in the area and help to sustain them. The proper planning and delivery of this infrastructure is most likely to result from a comprehensive approach to development in the area. The detailed infrastructure requirements of the development of approximately 3,500 dwellings at the Garden Suburb and trigger points for the delivery of the items of infrastructure are identified in Table 8B in Chapter 10 of the Core Strategy. Prior to development on the Ipswich School Playing Fields site, replacement sports facilities will be required to be first provided in accordance with policy DM28. The site for replacement playing fields is allocated to the west of Tuddenham Road and north of the railway line.
- 8.109 The total number of dwellings likely to be accommodated within the Garden Suburb is approximately 3,500. In order to ensure that any development proposed for this area conforms to a coherent plan, work on the supplementary planning document commenced in early 2012 following the adoption of the Core Strategy in December 2011. Any planning application for the development of the area, which is submitted before the adoption of the Core Strategy Review or the Supplementary Planning Document, will be required to have regard to the content of emerging policy and guidance in policy CS10 and the Supplementary Planning Document respectively. This is to ensure the proper long term planning of the Ipswich Garden Suburb area to deliver sustainable, integrated development. Key conclusions about infrastructure provision at

the Garden Suburb from the Secretary of State's dismissal of the appeal by Mersea Homes in September 2010 are reflected in the policy above.

8.110 This policy supports plan objective 3.

POLICY CS11: Gypsy and Traveller Accommodation

- 8.111 Ipswich has 43 permanent pitches for Gypsies and Travellers at present, and the future Gypsy and Traveller Accommodation Assessment (GTAA) identifies the Borough needs to 2031. In addition, national guidance requires the Core Strategy to include a criteria based policy to guide the siting and location of sites for Gypsies and Travellers. The accommodation needs of Gypsies and Travellers need to be considered alongside those of the 'settled' population. At the time of writing, the Government is consulting on changes to national guidance for Gypsies and Travellers, including amending the definition of 'traveller' to exclude those now permanently not travelling.
- 8.112 Work is being undertaken with neighbouring authorities, the County Council and the Gypsy community to identify possible sites to meet the need to provide additional pitches in the Ipswich Policy Area. The policy will provide the context for the ongoing provision of pitches over the plan period.

POLICY CS11: GYPSY AND TRAVELLER ACCOMMODATION

Provision will be found within the Ipswich Policy Area for additional permanent pitches to meet the need as identified through the Gypsy and Travellers Accommodation Assessment.

Sites for additional Gypsy and Traveller pitches will be assessed against the following criteria.

- a. **The site should be located:**
- i. **where it would be well served by the road network; and**
 - ii. **where possible, within 1km of basic services including the public transport network.**
- b. **The site should be:**
- i. **accessible safely on foot, by cycle and by vehicle;**
 - ii. **large enough to allow business activities to be carried out;**
 - iii. **free from flood risk and significant contamination;**
 - iv. **safe and free from pollution;**
 - v. **capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities;**
 - vi. **proportionate in size to any nearby settlements, to support community cohesion; and**
 - vii. **where possible, located on previously developed land.**
- c. **The site should not have a significant adverse impact on:**
- i. **the residential amenity of immediate or close neighbours;**
 - ii. **the appearance and character of the open countryside;**
 - iii. **sites designated to protect their nature conservation, ecological networks, geological or landscape qualities;**
 - iv. **historic assets including their setting; and**
 - v. **the physical and social infrastructure of local settlements.**

Site identification will be carried out in consultation with the Gypsy and Traveller and settled communities. Site size and design will be in accordance with government guidance.

The Council will work with Suffolk County Council and neighbouring authorities to develop a South Suffolk transit (short stay) site between Ipswich and Felixstowe.

The needs of travelling showpeople will be kept under review. Applications for new sites will be assessed against criteria a. to c. above.

- 8.113 Sites for Gypsies and Travellers could be privately or publicly provided - the criteria will apply equally to both, as they are about creating safe and healthy living conditions and providing sites within a reasonable distance of basic services such as schooling. Basic services include primary school, secondary school, convenience store, health centre or GP surgery, children's play facility, pharmacy and meeting place.
- 8.114 Sites will be sought to meet the joint needs of Ipswich and neighbouring authorities for permanent pitches within the Ipswich Policy Area (note that the boundary of the Ipswich Policy Area may change). Need for Ipswich and its neighbouring authorities was identified by the Gypsies and Travellers Accommodation Assessment (GTAA) carried out in 2013 by Opinion Research Services. The 2013 assessment identified a need for 18 pitches in Ipswich Borough to 2027, out of a need for 101 pitches across the five local authority areas included in the assessment (Ipswich, Babergh, Mid-Suffolk, Suffolk Coastal and Waveney). Of the 18 pitches needed, 5 are needed between 2012 and 2017, 6 between 2017 and 2022 and 7 between 2022 and 2027. Projecting this forward to the end of the Plan period, and based on 2.5% per annum compound growth, beyond the timescale considered by the assessment, it is possible that around a further 6 pitches would be needed between 2027 and 2031.
- 8.115 The Council will work with Suffolk authorities to meet the joint transit (short stay) and permanent needs and the needs of travelling showpeople.
- 8.116 Just as affordable housing is delivered through the planning system in larger housing developments where there is a local need, so the needs of Gypsies and Travellers should be met in a more systematic manner.
- 8.117 The Council will work with the Gypsy and Traveller communities to ascertain need in particular locations, prior to the identification or allocation of sites.
- 8.118 The existing site at West Meadows is a large one containing 41 pitches. Whilst the Council would not limit the size of new sites, anecdotal evidence of preferences in the Gypsy and Traveller community locally is for smaller sites to provide pitches for family groups.
- 8.119 This policy supports plan objectives 3 and 10.

POLICY CS12: Affordable Housing

- 8.120 Affordable housing is defined in the National Planning Policy as 'including social rented⁶, affordable rented⁷ and intermediate housing⁸, provided to specified eligible households whose needs are not met by the market'. National policy requires local planning authorities to set an overall target for the amount of affordable housing to be provided.
- 8.121 The Ipswich Housing Needs Study 2005 looked at housing needs across the Borough. It has been partly updated through the Strategic Housing Market Assessment (SHMA) in 2008, which has further been updated through a SHMA in 2012. In addition, the Suffolk Housing Survey is due for publication in 2015. The combined findings of the three previous studies indicate that:
- around 66% of households are owner occupiers, 22% live in the social rented sector and 12% in the private rented sector;
 - one quarter of households consist of older persons only, and such households account for 37% of all Council accommodation;
 - around 12% of the net affordable housing requirement comes from key worker households;
 - when households were asked in 2005, around two thirds of their previous house moves had been within the Borough;
 - Ipswich has lower than average property prices;
 - there is a need for an additional 584 affordable homes per year;
 - the need is most acute for small properties, notably 2 bedroom homes, and is geographically widespread; and
 - 80% of any affordable target should be social rented housing (the affordable rent tenure was introduced in 2011 which has become the default rental provision for Registered Providers).

POLICY CS12: AFFORDABLE HOUSING

The Council will seek to ensure that a choice of homes is available to meet identified affordable housing needs in Ipswich. This will be achieved by requiring new development at the Ipswich Garden Suburb to provide for at least 35% on-site affordable housing by total floor space and new developments of 15 dwellings or more (or on sites of 0.5ha or more) in the remainder of the Borough to provide for at least 15% on-site affordable housing by total floor space. At least 80% of affordable housing provision shall consist of affordable rented homes or homes for social rent.

The Council will only consider reducing the requirement for the proportion of affordable housing on a particular development site, or amending the tenure mix to include more intermediate housing, where:

- Alternative provision is outlined by the applicant within a site-specific viability assessment (using a recognised toolkit) and the conclusions are accepted by the Council; or**
- An accepted independent review of development viability finds that alternative provision on viability grounds is justifiable; and**
- The resultant affordable housing provision would ensure that the proposed development is considered sustainable in social terms through its delivery of housing integration, with**

⁶ Rented housing owned and managed by local authorities and private registered providers for which guideline target rents are determined through the national rent regime, or by other persons and provided under equivalent rental arrangements as agreed with the local authority or with the Homes and Communities Agency

⁷ Rented housing let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

⁸ Homes for sale and rent provided at a cost above social rent but below market levels and which meet certain criteria. It can include shared equity products, other low cost homes for sale and intermediate rent, but not affordable rented housing.

particular regard to meeting the identified need for small family dwellings where these can reasonably be integrated into the scheme.

- 8.122 The independent review process will require the applicant to submit its development appraisal (to include a prediction of all development costs and revenues for mixed use schemes) to a Council-appointed assessor, who will produce an alternative appraisal for comparison by the Council. The independent review shall be carried out entirely at the applicant's expense. Where little or no affordable housing would be considered viable through the appraisal exercise, the Council will balance the findings from this against the need for new developments to provide for affordable housing in the Borough. In negotiating a site-specific provision with the applicant, the Council will have regard to whether or not the development would be considered sustainable in social terms.
- 8.123 The Council will aim to supplement affordable housing provision from private developments by developing its own sites and providing in excess of 15% affordable housing by total floor space. This will contribute to meeting the policy requirement for affordable housing on sites outside of the Ipswich Garden Suburb to comprise at least 15% of new residential floor space over the Plan period.
- 8.124 There is a specific affordable housing target for the Ipswich Garden Suburb based on a number of site characteristics, including higher than average house prices in the immediate locality of the site and its relatively low existing use value. Furthermore, an independent viability appraisal carried out in 2013 indicated that provision near to 35% was achievable on site alongside other development and infrastructure costs at that point in time. However, some flexibility around the provision of affordable housing on site is considered necessary where this would enable the delivery of new infrastructure to support a particular phase of the development. As such, the policy requirement will similarly be subject to site-specific viability considerations.
- 8.125 The Ipswich 2005 Key Worker Study recognised the need for appropriate housing for key workers, but also found that key workers' wage rates compared well with other pay levels in the local economy. For this reason, we believe that current HomeBuy arrangements meet the needs of key workers locally and we would not wish to encourage development of specific housing for key workers.
- 8.126 Policy CS17 sets out the approach to delivering infrastructure in the Borough and re-iterates the legislation governing the Community Infrastructure Levy that affordable housing will remain outside the standard charge system. A more detailed affordable housing policy (policy DM24) is set out in Part C.
- 8.127 The NPPF definition of affordable housing will apply in implementing this policy.
- 8.128 The policy implements plan objective 3.

WORK

- 8.129 It is equally important that the Council plans for employment issues as well as for new housing. This section addresses the strategic issues for jobs growth within Ipswich and the Ipswich Policy Area to 2031
- 8.130 It is divided into the following two Policies:
- Policy CS13: Planning for Jobs Growth
- Policy CS14: Retail Development and Main Town Centre Uses
- 8.131 These are addressed in turn below.

POLICY CS13: Planning for Jobs Growth

- 8.132 The 'wider Ipswich Policy Area' of Ipswich Borough and 19 electoral wards in the neighbouring districts is identified through the Suffolk Growth Strategy 2013 as a principal economic growth location. Whilst the focus of monitoring and meeting delivery targets is generally on residential development at a national level, it is essential that housing growth in Ipswich is supported by employment growth.

POLICY CS13: PLANNING FOR JOBS GROWTH

The Council will promote sustainable economic growth in the Ipswich Policy Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of in the region of 12,500 jobs between 2011 and 2031 by:

- a. **allocating at least 30ha of land for employment development (in Use Classes B1, B2 and B8) through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document;**
 - b. **protecting land for employment uses in existing employment areas defined on the policies map;**
 - c. **allocating land for other employment-generating uses including education, leisure, tourism and hospitality, and retail, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document;**
 - d. **safeguarding approximately 10ha of land at Futura Park, Nacton Road as a strategic employment site, with the principal access taken from Ransomes Way. The site will be safeguarded for B1, B2 and B8 uses;**
 - e. **supporting the growth of University Campus Suffolk and Suffolk New College in order to raise skills and qualifications levels in the workforce; and**
 - f. **taking a lead with local partners to ensure that coordinated action is taken to encourage sustainable economic growth and protect local jobs, and by drawing up a delivery plan with local partners to ensure these aims are implemented.**
- 8.133 Ipswich is a key economic driver of the Ipswich Policy Area within the Suffolk Economy.
- 8.134 A joint Employment Land Review was undertaken in 2009 by Ipswich Borough Council, Suffolk Coastal District Council and Babergh District Council through the Haven Gateway Partnership and in conjunction with Suffolk County Council. It recommended that a cross boundary approach be taken within the Ipswich Policy Area to ensure jobs provision. The Council is working in partnership with local

authorities on the Suffolk Growth Strategy as agreed in February 2013 and also through the Ipswich Policy Area Board and other joint working forums as they arise to ensure that sustainable economic growth is achieved. This is aligned with the New Anglia Local Enterprise Partnership Strategic Economic Plan and the Greater Ipswich City Deal.

- 8.135 The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document will translate the overall land requirement into sites. The Council will ensure that enough land is available, including a variety of site sizes and locations to suit different employment-generating activities. The 10ha of land allocated at Futura Park is additional to the 30ha specified in clause a. of the policy.
- 8.136 It should be noted that the jobs growth aspiration covers all sectors and not just the employment use classes of B1 business, B2 general industry and B8 warehousing and distribution. The jobs figure is lower than that previously identified to reflect more recent evidence from the East of England Forecasting Model between 2012 and 2014 and covers the period 2011 to 2031.
- 8.137 In allocating sites for employment development, the Council will take account of the sectors projected to have the highest jobs growth over the plan period as identified in the Suffolk Growth Strategy and those growth sectors identified in the New Anglia Local Enterprise Partnership Plan for Growth. These include:
- advanced manufacturing and technology;
 - energy;
 - information and communication technology;
 - finance and insurance;
 - food, drink and agriculture;
 - ports and logistics;
 - life sciences, biotechnology and bloodstock;
 - tourism; and
 - creative and cultural industries.

The sectors which are particularly well represented in Ipswich are: information and communication technology, finance and insurance, ports and logistics, tourism and creative and cultural industries.

- 8.138 The Regional Spatial Strategy required that readily serviceable regionally significant strategic sites were identified within the Haven Gateway to support regeneration at Ipswich including its role in communications technology, and development associated with port expansion at Felixstowe. The Suffolk Growth Strategy identifies these in conjunction with local authority Local Plans.
- 8.139 The Employment Land Review investigated both demand/need for and the possible supply of strategic employment sites in the Ipswich area. It concluded that there was capacity for a site in Ipswich, in addition to other possible sites within the Ipswich Policy Area. The former Crane's site was allocated through the 2011 Core Strategy as a strategic employment site to function as Phase II of the Ransomes Europark development and help to consolidate an important employment corridor. Now known as Futura Park, approximately 10ha of land is safeguarded for B Class employment uses through this policy. The site's location is indicated on the key diagram. A detailed site boundary is defined on the policies map.
- 8.140 The site is allocated for B1, B2 and B8 uses under the Use Classes Order. Office uses are directed to the town centre through the approach to the location of development set out in policy CS2. This will further be reflected in site allocations to be made in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document and is in accordance with the National Planning Policy Framework, which defines offices as a town centre land use. However, B1 office uses may exceptionally be considered acceptable at Futura Park if they are linked to other on-site activities such as research and development that require a large site, or are directly related to the key growth sectors identified and are therefore performing a strategic role. The site could also be suitable for the provision of some starter units to support new businesses.
- 8.141 The tourism sector, education sector and Ipswich Port are significant sectors in Ipswich. Policies elsewhere in this plan and/or the Site Allocations and Policies (incorporating IP-One Area

Action Plan) development plan document set out the approach to arts, cultural and tourism provision in the town, the Education Quarter and employment areas including the Port. The Council will support University Campus Suffolk by safeguarding the campus for uses needed to deliver the university and college developments.

- 8.142 The Council will work with partners and the market to aid jobs delivery. Particularly important will be joint work through the Suffolk Growth Strategy and with the New Anglia Local Enterprise Partnership to deliver the infrastructure needed for jobs.
- 8.143 The Council will also work through other areas of service delivery to support jobs growth, for example through marketing, promotion and investment activity to support employment, where appropriate.

POLICY CS14: Retail Development and Main Town Centre Uses

- 8.144 As the county town serving a significant rural hinterland, Ipswich is an important focus for shopping, working, sport, culture, leisure, education and civic life for Ipswich residents and a wider population.
- 8.145 Within the Ipswich Policy Area the population is forecast to grow over the plan period, which will generate new retail expenditure. However, neighbouring centres such as Colchester and Bury St Edmunds have both enjoyed more recent investment in town centre retailing, and there are other pressures on the centre such as the general economic downturn, nearby out of town retail parks largely outside the Borough, and Internet shopping. Therefore there is no room for complacency in planning to maintain and enhance Ipswich's role as a regional centre.
- 8.146 Improving the retail offer in Ipswich is an important objective of the Council. It is recognised that this needs to be done in as sustainable a manner as possible having regard to transport issues and the importance of increasing the vitality and viability of the central area and key district centres (see policy CS2).
- 8.147 For retail policy purposes, Ipswich town centre is the defined Central Shopping Area. The area sits in the historic core of the town to the north of the Waterfront. It has the advantages for the user of being attractive, compact and largely pedestrianised. The area is also a focus for other town centre activities such as the New Wolsey Theatre, the Regent Theatre and the Town Hall and Corn Exchange. The Central Shopping Area is complemented by a growing specialised retail role with food and drink venues in the vicinity of the Waterfront. It is important that the Council manages the physical and functional linkages between the two areas to maintain a positive relationship and ensure that retail development at the Waterfront does not harm the vitality and viability of the town centre.

POLICY CS14: RETAIL DEVELOPMENT AND MAIN TOWN CENTRE USES

The Council will promote high quality investment and development in Ipswich Central Shopping Area, to maintain and enhance its attraction and market share, and strengthen its regional role.

Through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document, the Council intends to extend the Central Shopping Area to include the Westgate quarter and allocate sites for retail development within it. This will enable the delivery in the region of 15,000 sq m net of additional floorspace to diversify and improve the retail offer. Further allocations will be made through a future Site Allocations DPD review following a review of the Retail capacity study to address provision after 2026. Retail development over 200 sq m net in edge of centre or out of centre locations will be considered in light of national policy and the Council's aim to enhance the role, vitality and viability of the Ipswich Central Shopping Area (CSA).

The Council will direct other town centre uses including offices, leisure, arts, culture, tourism and hotel developments into an extended town centre area, with some provision being appropriate in the CSA and Waterfront, in recognition of the area's good accessibility by public transport, cycle and foot.

The Council will also promote environmental enhancements and urban greening to the town centre and improved public transport accessibility.

In the district centres and local centres, the Council will permit retail development of a scale appropriate to their size, function and catchment.

- 8.148 The policy responds to the findings of the Ipswich Retail Study 2005, as confirmed by the Retail and Commercial Leisure Study 2010, the Ipswich Town Centre Opportunity Areas Report 2013 and Ipswich's role and status as a county town and a regional centre.

- 8.149 The Ipswich Retail Study 2005, as confirmed by the Retail and Commercial Leisure Study 2010, identified gaps in the retail offer of Ipswich town centre as follows:
- significant capacity for new town centre comparison goods (non-food) retailing;
 - a need for a better balance of 'higher end' retailers;
 - limited capacity for additional convenience (food) retailing;
 - a need for an additional department store to anchor the town's retail offer;
 - a need for a more flexible approach to food and drink uses within the primary and secondary shopping areas;
 - a need to boost the evening economy through considering more leisure activity within the centre; and
 - a need for large and modern shop units to satisfy the needs of major retail and leisure operators.
- 8.150 An extended Central Shopping Area with additional retail site allocations will go some way to addressing these gaps in the offer, subject to general market conditions. Sites will be allocated through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. Clearly delivery will be the key to success, and the Council will work with others and through its own land holdings and as local planning authority to achieve it. In addition the Council will evaluate the practicalities of improving evening access in the principal pedestrianised streets after normal trading hours, to encourage the use of facilities in the evening.
- 8.151 The Council will work with Ipswich Central, landowners and other partners to develop an active strategy to bring vacant premises in the town centre back into active use or, at a minimum, to introduce a scheme to make vacant premises look more visually attractive.
- 8.152 An increase in the retail offer of key district centres is likely to be supported provided the retail offer is of a scale relevant to the catchment of that centre rather than the town as whole. Enhancing the facilities available in district centres can help to provide more choice for local residents within walking distance of their homes.
- 8.153 The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document will extend the Central Shopping Area boundary from that shown in the 1997 Local Plan and will allocate new sites for additional retail development within it. It will also extend the wider town centre boundary as the focus for other 'town centre' uses such as leisure, offices, cultural uses and hotels (see NPPF for full list of main town centre uses). Enhancing the town centre forms an important part of the strategy for urban renaissance in Ipswich over the plan period.
- 8.154 Issues associated with the uses permitted within centres are addressed within Part C of this document.
- 8.155 This policy implements plan objective 5.

LEARN

- 8.156 Whilst the previous two areas of 'LIVE' and 'WORK' make up the main components of the Core Strategy along with the 'INFRASTRUCTURE' section, the Council recognises the importance of education to the development of the town. This section therefore addresses the strategic component of this issue. The more detailed elements are left to the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

There is only one policy relevant to this topic: policy CS15: Education. This is dealt with below.

POLICY CS15: Education Provision

- 8.157 In planning for sustainable growth, it is essential that high quality education provision is available at all levels, in order to offer people the best possible opportunities to fulfil their potential and to enhance qualification and skills levels in the workforce. This includes opportunities for retraining or other lifelong learning. Ipswich fares relatively poorly in levels of educational attainment when compared with county and regional averages. It is a key objective of the Council to improve educational attainment and skills levels and access to such opportunities.

POLICY CS15: EDUCATION PROVISION

The Council will continue to support the development of educational facilities at Suffolk New College and University Campus Suffolk. Land for the further development of these facilities will be identified and safeguarded for education use through the Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document.

The Council supports the upgrading of education facilities and will seek to ensure that community access to school facilities is maximised. Should school facilities become redundant, any application for a non-community use will need to be supported by evidence that the facility and site is no longer needed for community uses.

New primary school provision will be needed to meet the demands of growth. Sites for new or extended primary schools in Ipswich will be identified through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

Any additional nursery and children's centre provision will be encouraged to locate within or adjacent to District and Local Centres or co-located within schools in order to facilitate linked trips by parents. Where land is available, this would also apply to schools. The sustainable location of such facilities so that they are accessible by walking, cycling or public transport will be a requirement.

Education needs associated with development at the Ipswich Garden Suburb are identified, a secondary school site allocated and broad locations for primary schools safeguarded through policy CS10 of this plan and the policies map.

- 8.158 The developments at Suffolk New College and University Campus Suffolk are vitally important to the future well-being and prosperity of the town. The Council has been fully supportive of these initiatives and it is important that this support continues.
- 8.159 It is not considered by the County Council that a new secondary school site is required within the Borough boundary other than at the Ipswich Garden Suburb (see policy CS10).
- 8.160 The Council is supportive of the principle to substantially upgrade education facilities - and recognises that there is a need for substantial regeneration within existing sites. However, in some

cases school facilities are not available for community use out of hours. The Council will therefore press for the community use of facilities where possible.

- 8.161 At primary level, whilst local issues will be set out within the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document, the specific growth related development pressures and the need to improve facilities are considered to necessitate new or extended primary school provision within the town. These are facilitated within the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document and are included within the list of strategic projects in Part D.
- 8.162 At pre-school level the Council recognises the importance of nursery and children's centre provision and the importance of these being located in sustainable locations.
- 8.163 Measures identified through Travel Ipswich could assist in ensuring sustainable travel to educational establishments and new education development will be expected to encourage sustainable means of transport. This policy supports objectives 5 and 9.

PLAY

- 8.164 Cultural facilities, including leisure, play and sporting provision, are important for residents and visitors to the town, as is open space.
- 8.165 The Government in the National Planning Policy Framework points out how open space, sport and recreation can support many different objectives, including making an important contribution to the health and well-being of communities. There is one key policy under this heading, which is policy CS16.

POLICY CS16: Green Infrastructure, Sport and Recreation

- 8.166 Ipswich contains a variety of public and private open spaces, sport and recreation facilities that serve a range of different functions. The strategic spaces, ecological networks, green corridors and facilities contribute fundamentally to the character and appearance of the town, and to quality of life. Examples include: the River Gipping corridor, the importance of which is recognised through the River Strategy; Belstead Brook Park; Orwell Country Park; and the large town parks such as Christchurch Park, Holywells Park, Chantry Park and Bourne Park. There are also smaller local spaces and facilities, which are essential for sustaining communities. The Ipswich Open Space, Sport and Recreation Study 2009 identifies all the different types of open space, sport and recreation facility. Open space provision is generally lowest in the north of the Borough, with an under-provision of parks and gardens in the North West and North East Area Forum areas, amenity green space in the North East area, and natural and semi-natural green space in the North West, Central and North East areas. Other deficits affect more of the Borough, for example there is a significant shortfall in provision for young people across the Borough (such as skateparks, kickabout areas and youth shelters).
- 8.167 As the Borough grows, it is essential to protect, enhance and extend the network of open spaces, ecological networks, canopy cover, green corridors, and sports and recreation facilities. This is important in order to: allow people access to green space and nature; strengthen ecological networks that enable wildlife to migrate more easily around the town; link inner and outer parts of the Borough by providing walking and cycling routes; provide opportunities for formal and informal recreation; and to enhance the appearance of the town. The potential benefits are many - for example improved biodiversity, health and fitness, flood attenuation and better air quality.
- 8.168 The National Planning Policy Framework states that local planning authorities should set out a strategic approach in their local plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It also requires local authorities to set local standards for open space, sport and recreation facilities, based on a local assessment of needs. It states that existing sites and facilities should not be built on unless they have been shown to be surplus.

POLICY CS16: GREEN INFRASTRUCTURE, SPORT AND RECREATION

The Council will safeguard, protect and enhance biodiversity and the environment by working in partnership with others to ensure that our parks and open spaces are well designed, well managed, safe and freely accessible, encouraging use and benefitting the whole community. The Council will enhance and extend the ecological network and green corridors, open spaces, sport and recreation facilities for the benefit of biodiversity, people and the management of local flood risk. It will do this by:

- a. **requiring all developments to contribute to the provision of open space according to the Borough's standards, identified strategic needs and existing deficits in an area;**

- b. requiring major new developments to include on-site public open spaces and wildlife habitat. On-site provision must create a network or corridor with existing green infrastructure where such an ecological network or green corridor exists beyond the site boundaries;
- c. supporting proposals or activities that protect, enhance or extend open spaces and sport and recreation facilities;
- d. working with partners to prepare and implement management plans for green spaces, including visitor management plans for key parts of European sites within the Suffolk Coast and Heaths AONB to be completed by 2015, and a plan for Orwell Country Park that will result in a reduced impact upon birds in the Orwell Estuary;
- e. supporting the Greenways Project in working with communities and volunteers to manage green corridors in Ipswich;
- f. support the enhancement of canopy cover and ecological networks;
- g. working with partners to improve green infrastructure provision and link radial ecological networks and green corridors with a publicly accessible green rim around Ipswich;
- h. working with partners to ensure the provision of a new country park and visitor centre within the Ipswich Garden Suburb, and an extension to Orwell Country Park and possible provision of a visitor facility there subject to assessing its impacts on the Special Protection Area;
- i. promoting improved access to existing facilities where appropriate; and
- j. reviewing the town's estate of sports facilities to consider how they can best meet the needs of a growing population.

Policies in this plan and the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document identify existing, new and proposed open spaces, sport and recreation facilities, green corridors and networks and allocate sites for new open spaces and facilities.

- 8.169 The Council considers that an integrated network of accessible open spaces, sport and recreation facilities is an essential part of the Borough's infrastructure and character. It provides opportunities for formal and informal recreation and sport, for wildlife to flourish and migrate around the area and for sustainable travel around the town on foot or by cycle. It also improves the townscape, helping to break up and soften the urban area. The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document will identify the sites and networks.
- 8.170 A development management policy in Section C of this document and Appendix 6 set out the local standards of provision of open spaces, sport and recreation facilities, based on the Ipswich PPG17 Study, which has been updated by the Council's Parks and Open Spaces team. The infrastructure plan in Section D of this document sets out the strategic green infrastructure needs. The Council recognises that it will need to work with neighbouring local authorities to implement this, as realistically parts of any such network will be outside the Borough boundary. Strategic needs were identified by the Haven Gateway Green Infrastructure Strategy and the Council will consider the recommendations in planning future provision. In relation to the proposed 'green rim', the Council will work with neighbouring local authorities to address cross boundary green infrastructure provision and identify sites or routes later in the plan period.
- 8.171 Open spaces can perform more than one function. An important role for some open spaces will be to act as flood water storage areas or flood paths. Flood risk assessments should where possible and appropriate, identify areas in valley bottoms at risk of flooding as flood management assets and keep them open.

- 8.172 The Council is investigating the need for sports, cultural and leisure provision in Ipswich. This will include a review of how the Borough's sports halls and school facilities can best meet the need for additional sports provision.
- 8.173 One of the findings of the Appropriate Assessment of the Core Strategy and Policies plan was that the combined growth in Ipswich Borough and Suffolk Coastal District could harm the Special Protection Area in the Orwell Estuary, and could contribute to harm to European nature conservation sites in the Suffolk Coast and Heaths AONB. Policy CS16, particularly CS16 (d) and CS16 (h) commit the Borough Council to working with others to ensure the necessary mitigation is provided so that harm is avoided.
- 8.174 This policy links closely to policy CS17 and, as part of the standard charge payable in association with new developments, will relate to the provision of strategic green infrastructure for the town.
- 8.175 This policy implements plan objective 8.

INFRASTRUCTURE

- 8.176 For development to take place in an appropriate manner it is essential that proper consideration is given to the infrastructure needs associated with the levels of development proposed. Whilst many infrastructure issues will just relate to individual developments, the Council believes that there are four areas where there is a need for strategic consideration of relevant issues within this document. These are:

Policy CS17:	Delivering Infrastructure
Policy CS18:	Strategic Flood Defence
Policy CS19:	Provision of Health Services
Policy CS20:	Key Transport Proposals

POLICY CS17: Delivering Infrastructure

- 8.177 It is critical that Ipswich receives the infrastructure it needs to support the delivery of both housing and jobs growth, and to ensure that existing communities can be sustained. It is important that growth should bring benefits to, and not adversely affect the quality of life of, existing communities. The development at Ravenswood has shown how a new urban community can be developed, such that housing is delivered alongside schools, shops, open space, bus services and other facilities.
- 8.178 There are a number of ways to ensure infrastructure delivery through the planning system. The existing system in Ipswich is that of: developer obligations secured in Section 106 Agreements, which cover on- and off-site requirements including affordable housing, open space provision, transport measures, and education provision. However, this system has not adequately picked up more strategic infrastructure impacts or needs, and can be accused of lacking transparency for developers when providing for standard off-site infrastructure in particular.
- 8.179 Therefore the Council is considering whether it shall adopt a standard charge approach to the delivery of infrastructure alongside Section 106 Agreements, which was brought into force by the Community Infrastructure Levy (CIL) Regulations in April 2010. This would permit the Council to pool developer contributions raised through the levy and spend on infrastructure requirements for both the neighbourhood in which the development forms a part and the whole of Ipswich, although in turn would limit the use of Section 106 Agreements. A review of the best way forward with securing infrastructure funding is ongoing.
- 8.180 Infrastructure can take many different forms. Appendix 5 to this plan lists the types of infrastructure referred to in this policy.

POLICY CS17: DELIVERING INFRASTRUCTURE

The Council will require all developments to meet the on- and off-site infrastructure requirements needed to support the development and mitigate the impact of the development on the existing community and environment.

Each development will be expected to meet site related infrastructure needs and where the provision of new, or the improvement or extension of existing off- site infrastructure is needed to support a new development or mitigate its impacts, developments will be required to contribute proportionately through a Section 106 Agreement commuted sum or CIL charge.

Section 106 Agreements will apply to all major developments and some minor developments but may be varied according to:

- a. **the scale and nature of the development and its demonstrated viability; and**

- b. **whether or not a planning obligation meets all of the statutory reasons ('tests') for granting planning permission.**

The broad categories of infrastructure to be secured or financed from new developments are as follows and detailed further in Appendix 5:

- 1. highways and transport;**
- 2. childcare, early years and education;**
- 3. health and emergency services;**
- 4. environment and conservation;**
- 5. community and cultural facilities including heritage and archaeology;**
- 6. sport and recreation;**
- 7. economic development; and**
- 8. utilities.**

Key strategic infrastructure requirements needed to deliver the objectives of the Core Strategy include the following (not in priority order):

- Ipswich flood defences;**
- sustainable transport measures e.g. the Ipswich Major Scheme 'Travel Ipswich' and accessibility improvements between the Central Shopping Area, Waterfront and railway station;**
- measures to increase east-west capacity in the transport system to ease congestion;**
- strategic education provision of new schools;**
- strategic green infrastructure including a country park;**
- sports and leisure facilities serving the whole Borough;**
- community facilities including GP surgeries and health centres;**
- water management infrastructure;**
- new primary electricity substation in Turret Lane; and**
- town centre environmental enhancements.**

There will be specific requirements linked to the Ipswich Garden Suburb that will be identified in the Ipswich Garden Suburb supplementary planning document that has been prepared in advance of any development taking place there.

- 8.181 Growth requirements across the Borough will place additional pressure on existing infrastructure and will therefore require improvements to be made to existing infrastructure, and the provision of new infrastructure. A number of pressures can be relieved through site-specific provision such as open space, children's play areas and the provision of affordable housing. However, there are other infrastructure improvements and requirements that cannot always be accommodated on-site, or that relate to strategic off-site facilities serving the whole neighbourhood or Borough. It is therefore considered appropriate to pool up to a maximum of five developer contributions towards off-site provision to help ensure its delivery.
- 8.182 Responsibility for the delivery of infrastructure will be shared between developers, Ipswich Borough Council and key partners such as the New Anglia Local Enterprise Partnership, utilities companies, Highways Agency, Suffolk County Council, neighbouring local authorities, the Environment Agency, the Homes and Communities Agency, Natural England and local community groups.

POLICY CS18: Strategic Flood Defence

- 8.183 Much of central Ipswich lies within the tidal floodplain of the River Orwell. Existing flood defences do not meet modern standards and will be inadequate to resist rising sea levels in the future. Thus many existing communities in the vulnerable areas do not or will not have adequate flood defences, and further regeneration in central Ipswich at the Waterfront and in Ipswich Village depends on the delivery of improved defences.
- 8.184 The Environment Agency, DEFRA and Ipswich Borough Council have agreed a Strategic Flood Defence Management Plan for Ipswich, which is in the process of being implemented. Its implementation is occurring in three phases:
- a. raising the lock gates at the entrance to the Wet Dock - this was done in December 2008;
 - b. raising the river walls on the east and west banks to the south of the Island Site - this commenced in 2009; and
 - c. installing a tidal flood barrier in the New Cut at the southern end of the Island Site - due 2017.

The strategy is for the next 100 years and will include repairs to existing tidal and fluvial defences upstream of the barrier. The strategy is being planned to avoid the need to raise the level of these defences.

POLICY CS18: STRATEGIC FLOOD DEFENCE

The Council will continue to work with partners to implement the Ipswich Flood Defence Management Strategy as a key piece of infrastructure needed to support regeneration in Ipswich.

This policy links closely with policy CS17, as the flood defences are a key piece of strategic infrastructure needed to enable the continued growth and regeneration of the town.

- 8.185 The need for and importance of the Ipswich Flood Defence Strategy is central to the Core Strategy document. This is reflected within the objectives set out in Chapter 6. As such it should be recognised as one of the key pieces of infrastructure for which funding from the standard charges (policy CS17) could be used as matched funding to help secure national flood defence funding.
- 8.186 It is recognised that the tidal surge barrier is unlikely to be in place until 2017, but the Council will work with the Environment Agency to ensure it is implemented as soon as possible and that, in the short term, as much preparatory work as possible is undertaken to enable the third phase (installation of the barrier) to be delivered as soon as the funding is secured.
- 8.187 The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document will need to have particular regard to the flooding issues and the need to phase some developments to relate to the delivery of the tidal surge barrier. The DPD will identify those sites at risk. The Ipswich Strategic Flood Risk Assessment (SFRA) Level 2 will inform allocations in this area and identify residual risks.
- 8.188 Part C of this document includes policies relating to flooding to reflect the NPPF and the detailed findings of the Ipswich Strategic Flood Risk Assessment.
- 8.189 In the interim period it is recognised that the Council needs to work with its partners to put in place better arrangements to cope with emergency planning scenarios associated with flooding.

- 8.190 The Council is reasonably certain that the funding for the final phase of the flood defences will be forthcoming. It has already obtained Growth Point funding via the Haven Gateway Partnership to contribute to the overall cost of the project, and has secured funding via the Growing Places Fund through the New Anglia Local Enterprise Partnership. The Council has made this project its top priority for the Community Infrastructure Levy.
- 8.191 If it were not completed at all, then the Council would need to review urgently the spatial strategy and housing delivery in the Borough. It is the Council's belief that, without the barrier, the completion of regeneration at the Ipswich Waterfront and in the part of the town centre near the railway station would not be possible. If the Flood Defence Management Strategy were not completed, the Level 2 SFRA would need to be based on the existing situation with the current defences to ascertain the flood risk to the town.
- 8.192 This policy implements objective 7.

POLICY CS19: Provision of Health Services

- 8.193 It is important for the health and well-being of the Ipswich community that there is adequate provision of health infrastructure, be that GP surgeries, clinics, health centres or hospitals.

POLICY CS19: PROVISION OF HEALTH SERVICES

The Council supports the bringing together of health sector facilities onto the Heath Road Hospital site.

Proposals for development at Heath Road shall be accompanied by a strategy that includes a satisfactory travel plan and measures to address local car parking issues.

In the case of the St Clement's Hospital site, the Council is satisfied that part of the site is no longer needed for health facilities, subject to related health facilities being acceptably relocated first. A detailed site allocation for alternative use on 11.85ha of the site will be made in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

Proposals to develop additional, new local health facilities such as GP surgeries will be acceptable provided that they are located in or adjacent to the town centre or a district or local centre. Exceptions will only be permitted where the applicant can demonstrate to the Council's satisfaction that the location would be fully accessible by all modes of transport, and would serve the patients or fill a gap in existing provision more effectively than any other better located and realistically available site.

- 8.194 The Heath Road Hospital is a strategic health facility serving Ipswich and the surrounding area. It is important that any rationalisation of uses there takes place in the context of a planned strategy for healthcare provision which itself takes account of the future growth of Ipswich and the Ipswich Policy Area. Decisions on changes to acute care provision need to be considered in the context of their health impact, in particular the community's ability to access services appropriately and in a timely fashion.
- 8.195 It is also essential that the travel implications are fully considered and measures put in place to encourage the use of sustainable modes where possible by staff, out-patients, and visitors. In particular, measures should tackle existing parking issues in surrounding residential areas and the Hospital should put in place monitoring to ensure that any measures are proving effective.
- 8.196 The St Clement's Hospital site consists of a number of buildings and open spaces, including the Victorian hospital building, and grounds to the front and rear. It excludes the St Clement's Golf Course. The Strategic Housing Land Availability Assessment update identifies this as a site that would be appropriate (in part at least) for a housing allocation for approximately 227 homes following discussions with the landowner's representatives. Accordingly, the reallocation of the site for these purposes will be dealt with through the Site Allocations and Policies: (incorporating IP-One Area Action Plan) development plan document.
- 8.197 Where other healthcare sites become available for re-use, the Council will wish to be satisfied that they are not needed for other community uses before considering non-community uses. This is because it is difficult to find sites for such uses and once they are lost they are extremely difficult to replace.
- 8.198 With a growing population in Ipswich, several of the GP practices are currently looking to relocate, merge, expand or even all three. This process of adaptation could continue over the plan period. Allocations that include healthcare facilities will be made in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document to deal with known needs now. For needs that emerge later in the plan period, the Council will seek to direct such uses to the town centre and district

and local centres as these are the most accessible locations. Such locations are likely to result in less potential disturbance than in an entirely residential area and the centres could benefit from linked trips.

8.199 This policy supports plan objectives 9 and 10.

POLICY CS20: Key Transport Proposals

- 8.200 A key objective of the Council is to improve the pedestrian and cycle accessibility between key nodes in the central area, two of which are the Central Shopping Area and the Waterfront. It is recognised that better pedestrian crossings and other measures could improve the linkages between the shopping area and the Waterfront, and a number of such crossings are already planned.
- 8.201 Public transport is an important part of the current and future transport packages and therefore the Council continues to support the Travel Ipswich scheme. More details on these proposals will be included in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. The Council will look to close the Waterfront Northern Quays route to general traffic but retain limited access, e.g. for public transport and appropriate operational use by Waterfront businesses. The reduction in cars using the route along the Northern Quays will help to enhance the area as a pedestrian environment and a visitor attraction.
- 8.202 The Felixstowe to Nuneaton rail line is part of the Trans-European Network and there are long-standing proposals to upgrade this route - particularly to enable greater rail based freight movements from Felixstowe Port.

POLICY CS20: KEY TRANSPORT PROPOSALS

The Council supports the Travel Ipswich scheme, which aims to reduce dependency on the private car by 15% within the lifetime of the Plan. This will improve bus station provision, passenger information, shuttle bus provision and pedestrian links between the Central Shopping Area, the railway station and Waterfront.

The Council also supports the completion of the upgrading of the Felixstowe to Nuneaton rail line.

In the short term the Council will look to close the Waterfront Northern Quays route to general traffic, maintaining access only for pick up/drop off and the shuttle bus.

- 8.203 The Local Transport Plan (LTP) is a programme of transport works prepared by the Highway Authority. It is used to set out a strategic overview of transportation needs, and an implementation plan. The current LTP covers the period 2011 to 2031.
- 8.204 The Council supports the thrust of current national and local policy on transport which is on travel demand management.
- 8.205 There are concerns about highway capacity in the town centre, particularly within the Star Lane area. These capacity implications are closely linked to issues associated with the wider transport network – including the A14 and the Orwell Bridge. There are, in addition, four Air Quality Management Areas (AQMAs) within the central area of Ipswich, as a result of pollutants from road traffic. Air Quality Management Areas are designated in areas where poor air quality may have an effect on people's health. Other areas of poor air quality have been identified in the central area and consideration is currently being given to revising the extent of the AQMAs.
- 8.206 The Council and partners commissioned a study to advise on the Gyrotory, which reported in 2007 (the Ipswich Waterfront Study). The consultants advised that the two lanes of traffic should be reduced to one in both an easterly and westerly direction.
- 8.207 In the longer term, and to assist with addressing issues in the Star Lane gyrotory, the Council also supports the provision of significant alternative east-west transport capacity. To this end, it will, where it can be justified, continue to make a case for a package of measures including a Wet Dock Crossing and traffic management schemes to be included within each version of the Local Transport Plan, in order to:

- a. enable improvements to pedestrian and cycle routes between the Waterfront and the historic core of the town by subsequently reducing capacity on the Star Lane gyratory;
 - b. enable the development of the Island Site for which access improvements, but not necessarily a Wet Dock Crossing, would be a prerequisite;
 - c. enable the linking of high quality walking and cycling routes around the entire Waterfront area; and
 - d. provide an alternative route for east-west movements which, along with appropriate traffic management schemes, would help to relieve congestion and air quality issues in the Gyratory, which in turn will support the town's economy and health.
- 8.208 Detailed proposals, including those for the Star Lane gyratory, are included in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.
- 8.209 The delivery of a Wet Dock crossing (i.e. a new road linking Holywells Road/Duke Street with Hawes Street) is a long term prospect and it is as yet uncertain. It is recognised that it would only be likely to happen if the Island site comes forward for redevelopment. Potential funding sources include:
- LTP funding;
 - Growth funding;
 - developer contributions; and
 - part funding from any Island Site development.
- 8.210 The Island site in the Wet Dock is a key site in relation to the Waterfront regeneration. However, access to the Island is limited and therefore some form of additional access would be needed to bring the site forward for redevelopment.
- 8.211 At a minimum, a road bridge from the west bank to the Island site and a pedestrian and cycle bridge across the Wet Dock lock gates to the east bank will be required to enable any significant development on the Island.
- 8.212 In any event, the Council would resist any significant reduction of road capacity on the gyratory without the prior provision of either some alternative capacity (e.g. the Wet Dock Crossing) or significant and successful travel demand management measures.
- 8.213 This alternative capacity could also be provided via a northern bypass or a link road to the north of the town. The Council will actively encourage key partners to investigate the possibility of a northern bypass, to address the issue of:
- (i) central east-west movement;
 - (ii) movements within and around the north of Ipswich; and
 - (iii) the capacity of the A14, particularly around the Orwell Bridge.

The Council will work with neighbouring authorities and Suffolk County Council to ensure that the merits and delivery options for some form of northern bypass are fully investigated. It is recognised that any such route would be within the Suffolk Coastal District Council and Mid Suffolk District Council areas (i.e. not between the Ipswich Garden Suburb - policy CS10 - and Westerfield village) and therefore it is not practical to include such a route within this Strategy. However, the Council will encourage those authorities, together with Suffolk County Council and other interested parties, to actively investigate such a route, and would be prepared to contribute to any such investigation.

- 8.214 A further issue is that of access by heavy vehicles to Ipswich Port, which is essential for its ongoing viability. At present vehicles often approach from the A14 via Nacton Road and Landseer Road and this causes disturbance problems for local residents living along the roads. In the First Deposit Draft Local Plan in 2001, the Council proposed a new link road from the port to a new junction with

the A14. This attracted significant objection. The Council considers that this East Bank Link Road is unlikely to be deliverable over the plan period because public funding is not available and the Highways Agency is opposed to additional junctions on the A14. Therefore the Council does not propose to allocate a New East Bank Link Road within the Plan.

8.215 This policy supports objective 6 of the plan.

Part C: Development Management Policies

CHAPTER 9: Development Management Policies

- 9.1 This chapter sets out borough wide development management policies. Site specific policies are set out in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.
- 9.2 In setting out the development management policies below, the Council has been particularly mindful of the following three factors:
- the clear government guidance that development management policies should not just repeat what is already contained within national policy (and in some cases legislation) - i.e. policies should be distinctive to Ipswich;
 - the policies set out within the Ipswich Local Plan 1997; and
 - the comments received during the previous round of consultation.

SUSTAINABLE DEVELOPMENT

POLICY DM1: Sustainable Design and Construction

New development shall be required to achieve a high standard of environmental sustainability. This will be achieved by the following standards:

- a. New-build residential development should achieve a minimum of Level 4 of the Code for Sustainable Homes standard or equivalent;**
- b. Conversions and changes of use of existing buildings providing new residential dwellings should achieve a minimum of BREEAM Domestic Refurbishment Very Good standard or equivalent;**
- c. New build non-residential development of 500m² and above for the whole development should achieve a minimum of BREEAM Very Good standard or equivalent;**
- d. Conversions and changes of use to non-residential uses with an internal floor area of 500m² and above should achieve a minimum of BREEAM Very Good standard or equivalent.**

Development will also be expected to incorporate sustainable drainage and water efficiency measures as required by DM4.

All developments exceeding the thresholds above shall achieve the above standards as a minimum unless, in exceptional circumstances, it can be clearly demonstrated that this is either not feasible or not viable.

- 9.3 This policy gives effect to a key strategic policy theme of the Local Plan. It sets out the method by which the Local Planning Authority will support the achievement of the progressively increased standards of sustainability (including reduced carbon footprint and water use) for new development required by national planning and energy policy, through the granting of planning permission.
- 9.4 The East of England is particularly vulnerable to the effects of climate change, which, considered in combination with the high level of planned development here with its potential contribution to emissions and water use, means that adapting and addressing climate change is a particularly urgent and challenging issue for the region.
- 9.5 The National Planning Policy Framework sets out how local planning can best support the achievement of sustainable development. Specifically it requires that local planning authorities plan with a presumption in favour of sustainable development. The aim of local planning authorities should be to adopt proactive strategies to mitigate and adapt to climate change and a move towards a low carbon future. When setting

local requirements for a building's sustainability, local authorities should do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally prescribed standards. The Government has further reiterated its commitment to reducing carbon emissions from new development, and that all new homes will be required to be zero carbon from 2016 through its current Housing Standards Review⁹ and also proposes requiring non-residential developments to be zero carbon from 2019.

- 9.6 A zero carbon home, as currently defined through the zero carbon buildings programme, is one where there are no carbon emissions resulting from the regulated energy requirements of the home (i.e. heating, lighting, hot water and fixed appliances but not plug-in appliances). It is proposed that this can be achieved through fabric energy efficiency measures, on-site or off-site renewable or low carbon energy generation or through financial contributions to carbon abatement measures established as part of the 'allowable solutions' programme. It is intended that as part of this mix, all new homes must meet energy efficiency standards equivalent to at least Level 4 of the Code for Sustainable Homes, which will be regulated through amendments to the Building Regulations¹⁰. These proposed amendments to the Building Regulations equate to reductions in carbon emissions of around 20% above current (2014) requirements.
- 9.7 The Code for Sustainable Homes (CfSH) sets out nine categories against which a home can be rated. Energy efficiency and water efficiency categories have their own minimum standards that must be achieved at every level of the CfSH, recognising their importance to the sustainability of any home. Other categories include better management of surface water run-off, waste management (including construction waste and encouraging household recycling), pollution and management of the home, all of which contribute to the sustainable performance of homes.
- 9.8 The Council considers the CfSH to be a particularly appropriate tool to assess sustainability of new residential developments in that it is a nationally accredited system that considers a wide range of sustainability criteria in addition to energy and CO2 emissions, and in particular water use. Similar benefits apply to the use of the BREEAM system of assessment for multi-residential uses (e.g. care homes, sheltered housing, student accommodation) and for non-residential uses.
- 9.9 Through the Housing Standards Review, referred to above, in addition to securing delivery of the zero carbon homes programme, the Government also intends to replace all elements of the Code for Sustainable Homes with updated Building Regulations and powers for planning authorities to require more stringent 'optional' requirements through planning policies where these can be justified on the basis of need. The optional requirements are proposed to cover the accessibility (for example for the elderly and disabled) and water efficiency. The Government is also proposing a nationally described space standard through the Housing Standards Review (as referred to alongside policy DM30).
- 9.10 Whilst it is clear that much of the drive for carbon reduction in new homes and non-domestic buildings will be handled under the Building Regulations, the Council nevertheless considers it appropriate to have a planning policy requiring new development to achieve sustainability improvements beyond the requirements of Building Regulations both to support the carbon reduction agenda and to ensure the achievement of a more holistic approach to sustainable development through the achievement of the much wider range of environmental and social benefits that these schemes provide for.
- 9.11 The policy provides for some flexibility in exceptional circumstances where it can be clearly demonstrated that achieving the required rating for the type and scale of development in question would either be not feasible or not viable in the light of such considerations as site constraints, other planning requirements, other development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower CfSH or BREEAM rating being achieved having regard to other merits of the scheme in terms of sustainability and urban design. Development will still need to meet the requirements of the Building Regulations in force at the time.
- 9.12 This is considered to be a relatively simple policy approach that prescribes clear targets based on recognised national codes, without being unduly prescriptive as to how the targets should be achieved.

⁹ *Housing Standards Review – Technical Consultation (Department for Communities and Local Government, 2014)*

¹⁰ *Next steps to zero carbon homes – Allowable Solutions (Department of Communities and Local Government, 2014)*

- 9.13 The policy will be implemented through a requirement for the submission of Design Stage Assessments and Post Construction Reviews, carried out by a qualified CfSH or BREEAM assessor (as appropriate), for all planning applications for qualifying development. It will be expected that planning applications also be accompanied by a sustainability statement that explains and illustrates how sustainability considerations have influenced scheme design.
- 9.14 Where appropriate, mitigation measures shall be secured by condition to ensure that any pollution through air, noise, dust or vibration during the construction phase of development will not be detrimental to the amenity of neighbouring uses. Relevant policy guidance in respect of neighbouring amenity can be found in DM26.

POLICY DM2: Decentralised Renewable or Low Carbon Energy

All new build development of 10 or more dwellings or in excess of 1,000 sq. m of other residential or non-residential floorspace shall provide at least 15% of their energy requirements from decentralised and renewable or low-carbon sources. If it can be clearly demonstrated that this is not either feasible or viable, the alternative of reduced provision and/or equivalent carbon reduction in the form of additional energy efficiency measures will be required. The design of development should allow for the development of feed in tariffs.

- 9.15 This policy gives effect to Core Strategy policy CS1, which sets a target for achieving renewable or low carbon energy sources in major development. It builds on national policy in the National Planning Policy Framework with the aim being of contributing to the Government's zero carbon economy.
- 9.16 Given the acknowledged vulnerability of the region to the effects of climate change and the projected levels of development Ipswich will be required to accommodate, the Council considers it reasonable to require new developments above the given threshold to provide a minimum of 15% of energy demand from renewable or low carbon sources, to help achieve national targets of zero carbon homes by 2016 (public sector buildings by 2018 and non-residential buildings by 2019).¹¹
- 9.17 The policy is worded to permit a reasonable degree of flexibility to developers as to how the requirement may be met. In this regard, energy from either renewable or low-carbon technologies and from sources that are either on- site or off-site in the locality of the proposed development, could be considered acceptable. The design of such developments should allow for the export of electricity back to the grid (i.e. 'feed in').
- 9.18 The policy also provides for some flexibility where it can be clearly demonstrated that achieving the required percentage provision of renewable or low-carbon energy would not be either technically feasible or financially viable in the light of such considerations as site constraints, other planning requirements, development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower percentage provision being achieved where the introduction of additional energy efficiency measures (i.e. additional to those required under the relevant Code for Sustainable Homes or BREEAM requirements as set out in policy DM1 such as passive house design or other inbuilt energy efficiency measures) to achieve an equivalent reduction in carbon emissions.

¹¹ *The Government is currently looking at the definition of what zero carbon is.*

POLICY DM3: Provision of Private Outdoor Amenity Space in New and Existing Developments

To ensure that new residential developments deliver a suitably high quality and environmentally sustainable living environment all such developments will be required to incorporate well designed and located private outdoor amenity space of an appropriate type and amount. Provision will be in accordance with the following standards unless this would unavoidably conflict with the need to meet other density and urban design requirements of the plan or an applicant is able to demonstrate that a lower figure would be acceptable having regard to the particular circumstances of the proposals. In all cases applicants will be expected to demonstrate that adequate provision of private outdoor amenity space will be provided for the likely occupancy of the proposed dwellings.

For all houses, bungalows, or ground floor maisonettes with 3 or more bedrooms a minimum private garden area of 75 sq. m.

For all houses, bungalows, or ground floor maisonettes with 1 or 2 bedrooms a minimum private garden area of 50 sq. m.

For all apartments or upper floor maisonettes an average of 25 sq. m of private outdoor amenity space.

All private gardens and other outdoor amenity spaces should be safely accessible to occupants, designed to take advantage of sunlight and daylight and provide a functional space having regard to the mix of housing/types to be provided. In this regard the principles within the Space and Design Guidelines SPD should be applied.

- 9.19 The Council considers that, in addition to the provision of well-planned public spaces, the provision of high quality private outdoor amenity space for all types of new residential development must be considered to be an essential component of high quality design, and key to the creation of a sustainable residential environment both in terms of its contribution to liveability and to urban greening and the preservation and/or enhancement of local biodiversity and ecological networks.
- 9.20 Such space is needed for sitting out, socialising, play, drying washing, and gardening (flowers and food).
- 9.21 Garden sizes need to be sufficient to accommodate most household activities and at the same time be adequate to offer visual delight, receive some sunshine, and encourage plant growth. The BRE report "Site Layout for Daylight and Sunlight" recommends that no more than two fifths and preferably no more than a quarter of the garden should be prevented by buildings, walls or fences from receiving sunshine on 21 March. Garden sizes need to be calculated independently of any parking space(s) to be provided.
- 9.22 It is considered that a suitably designed 75 sq.m rear garden should be capable of achieving the above requirements for a three-bedroom or larger house.
- 9.23 It is accepted that smaller properties, less likely to be occupied by families with children, may reasonably function with a smaller rear garden of at least 50 sq. m. It should be noted that for both sizes of dwellings, gardens may need to exceed the minimum size specified in the policy where they need to accommodate soakaways.
- 9.24 Key characteristics of well designed private amenity space will normally be required, and these are: (i) a well shaped (rectangular), useable area having good accessibility and a well planned relationship to the internal living spaces within the dwelling; (ii) provision for a private sitting out area not overlooked by any window of a neighbouring property either at ground or first floor; (iii) high standards of security and privacy; (iv) a reasonable outlook; and (v) access to direct sunlight for part of the space for at least part of the day. The Council's Development Control Policies and Design Guidelines, which address matters

such as spacing between dwellings, will apply, until the adoption of a Space and Design Guidelines supplementary planning document. The garden standards set out in the policy will equally apply to existing gardens remaining after garden severance.

- 9.25 The Council considers that in the case of low-rise housing development conventional rear gardens remain the best option for private amenity space. For apartment schemes and other forms of higher density development an imaginative combination of gardens (private and communal), terraces, roof- gardens, and balconies should be considered. In addition to functional benefits, well designed and fully integrated outside space can enhance the architectural quality and interest of a scheme.
- 9.26 Apartment schemes may typically choose to provide a combination of communal gardens for use by all residents together with private balcony spaces or terraces for use by individual households. All balconies should be well designed, positioned where they are convenient and comfortable to use, and large enough to accommodate a table and four chairs to suit the occupancy of the flat as well as some additional space for plants (a minimum size of 5 sq. m is a useful guide in this regard).
- 9.27 Poorly designed areas of grass to the rear of blocks of flats will no longer be an acceptable way of providing communal gardens. These spaces are rarely private and are often overshadowed by tall buildings. Private communal gardens therefore need to be:
- of sufficient size to be useable;
 - secure and private;
 - well-designed and integral to the character of the development; and
 - providing a combination of sun and shade, particularly during the summer months of the year.

**POLICY DM4:
Development and Flood Risk**

Development will only be approved where it can be demonstrated that the proposal satisfies all the following criteria:

- a. **it does not increase the overall risk of all forms of flooding in the area or elsewhere through the layout and form of the development and appropriate application of Sustainable Drainage Systems (SuDS);**
- b. **it will be adequately protected from flooding in accordance with adopted standards wherever practicable;**
- c. **it is and will remain safe for people for the lifetime of the development; and**
- d. **it includes water efficiency measures such as rainwater harvesting, or use of local land drainage water where practicable.**

9.28 It is recognised that the need to reduce flood risk in Ipswich is essential to ensure accordance with guidelines set out in national government policy on development and flood risk, the National Planning Policy Framework. This includes planning for the effects of increasing rainfall intensities and sea levels. As a result of the Pitt Review and the Flood and Water Management Act 2010, much more emphasis will be placed on planning for flooding in future than previously.

9.29 The Council will apply the NPPF hierarchy for managing flood risk i.e.:

TABLE 7

HIERARCHY	EXPLANATION
1. Assess	Strategic Flood Risk Assessment (SFRA) and site-specific Flood Risk Assessment (FRA).
2. Avoid	Layout should be designed so that the most vulnerable uses are restricted to higher ground at lower risk of flooding, with more flood-compatible development (parking, open space etc.) in the highest risk areas. Use Sustainable Drainage Systems (SuDS) at source.
3. Substitute	Apply the sequential approach to locate more vulnerable development in lowest risk areas.
4. Control	Use SuDS and implement Surface Water Management Plans (SWMP) to manage and reduce risk.

- 9.30 Flood risk management should be considered in all developments before site layouts are planned. It is necessary to locate development away from a risk of flooding and sequentially preferable sites will be those in Flood Zone 1 suitable for the development proposed, with planning permission and/or allocated for residential development in planning policy, and which are genuinely available. Highly vulnerable, more vulnerable and less vulnerable development will not be permitted in Flood Zone 3b (functional flood plain). Highly vulnerable development will not be permitted in Flood Zone 3a. Flood Zones 2 and 3 are shown on Plan 2.
- 9.31 The Ipswich Level 2 SFRA provides the necessary information to help facilitate the sequential approach as outlined in the NPPF. Site-specific Flood Risk Assessments (FRAs) are required for all development in Flood Zones 2 and 3, and for all sites over 1ha in size. The SFRA also provides additional guidance and information for locations where site-specific Flood Risk Assessments (FRAs) will be required as part of the development process. This includes certain sites in Flood Zone 1, which may be less than 1 ha. The SFRA also considers the effects of development on local flooding and minor watercourses and identifies mitigation measures including SuDS.
- 9.32 SuDS are an important method of reducing flood risk associated with development and are an essential element of any development in the Borough wherever practicable. Layout and form of buildings and roads must be designed around SuDS bearing in mind SuDS should be sited in lower areas, but preferably close to source, making use of topography.
- 9.33 The SFRA also identifies key surface water flood paths and watercourses (flow routes) and areas at risk of flooding. These are to be safeguarded for the future by protecting them from development and other obstruction. Development proposals should design for key flow routes. Surface water management plans will be able to facilitate this.
- 9.34 Site-specific FRAs may therefore be required to consider such issues, most likely aiming to identify the extent of the flow route, water levels and frequency so that appropriate site layouts and floor levels can be planned. In the future SWMP and the SFRA may provide much of this information.
- 9.35 SuDS standards and policies are currently set out in the Council's Drainage and Flood Defence Policy as referred to in the Development and Flood Risk SPD. In the future it is expected that National Standards will be followed.
- 9.36 The Council's Level 2 SFRA provides information relevant to both the existing tidal/fluvial defences at 2011 and also to the completed defences, with the proposed barrier in place. In each case the SFRA provides data on residual risks taking account of flood depth and the velocity of floodwater. The preparation of many site-specific FRAs can make use of mapped risks from the new SFRA. However in some instances, site-specific FRAs will still need to include detailed flood modelling to ascertain the flood risk.
- 9.37 FRAs for proposals in Zones 2 and 3 need to clearly state the frequency of flooding in and around the site and, until the EA's flood defence barrier is implemented, will need to assume existing defences are in place. Alternatively a FRA could be presented assuming the barrier is in place, however any planning permission would be conditioned to prevent construction until the final stage of the barrier is under construction.
- 9.38 More vulnerable and less vulnerable development sited in Flood Zones 2 and 3a, as defined in the NPPF, may be acceptable. However FRAs will be required to demonstrate that such developments will be 'safe' in accordance with the Development and Flood Risk SPD and consider flood risk from other sources. The assessment will follow the NPPF and its supporting technical guidance note. Planning permission will not be granted if submitted details do not comply with the Safety Framework. In addition, permissions should not be granted if emergency responders are concerned about their capabilities/plans.
- 9.39 Basements or lowered ground levels around buildings will increase flood risk to people contrary to the aims of the NPPF. Basements are particularly vulnerable to all types of flooding. Basement dwellings will not be permitted where the floor level is below 0.1% AEP tide level in 100 years time. Basement dwellings will not be permitted in 'Areas Susceptible to Surface Water flooding'. Basements in Flood Zone 1 will only be permitted subject to adequate FRAs, which must address groundwater, sewer and overland flood sources.

9.40 FRAs will be required for any land raising including impacts on Surface Water flood risk. No raising of ground levels should be permitted around the Wet Dock that would impede Surface Water flood paths from Bridge Street, Key Street, Fore Street and Coprolite Street to the Wet Dock.

URBAN DESIGN POLICIES

- 9.41 The Council believes that good urban design matters, in creating good architecture as a legacy for the future and attractive and distinctive public spaces that create a sense of place, encourage cultural and leisure activities, and foster a healthier lifestyle. Urban design adds value for the town both visually and functionally, but more importantly, it benefits people by making Ipswich more liveable and attractive to visitors.

POLICY DM5: Design and Character

The Council will require all new development to be well designed and sustainable. In Ipswich this will mean:

- a. **layouts and designs that provide a safe, attractive, permeable, legible and useable public realm for all users, which is pedestrian and cycle orientated;**
- b. **areas which function well and where possible integrate residential, working and community environments and fit well with adjoining areas;**
- c. **the promotion of safe and secure communities;**
- d. **greener streets and spaces to contribute to local biodiversity, visual amenity, and health and well-being, and offset the impacts of climate change;**
- e. **protecting and enhancing the special character and distinctiveness of Ipswich, including significant views that are recognised as being important and worth protecting, and helping to reinforce the attractive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene;**
- f. **buildings that exhibit very good architectural quality, are highly sustainable and accessible and are designed for long life by being capable of adaptation to accommodate changing needs and uses over time;**
- g. **ensuring that new development incorporates cycle and waste storage, public transport infrastructure and car parking if appropriate, all designed and integrated in a way that supports the street scene and safeguards amenity;**
- h. **new buildings in or around Air Quality Management Areas will be designed so that their size and layout will minimise, and at the very least not increase, localised retention of polluting emissions, and will include ventilation systems that protect the health of users of the buildings; and**
- i. **provision of public art where this would be required to enhance the public realm and/or reinforce a sense of place, which may include new installations where this would be commensurate to the scale and type of development or otherwise take the form of bespoke paving, street furniture and landscaping.**

Design that is considered not to adequately meet all these criteria will be refused.

- 9.42 National planning policy is clear that all new development should achieve high standards of design and environmental sustainability. Given high projected levels of growth in Ipswich over the plan period and the distinctiveness and quality of the central area of town where much of this growth is to be directed, design quality is considered to be a particularly important requirement for all new development in the town.
- 9.43 In an era of rapid social, economic, environmental and technological change, buildings need to be designed to be adaptable to respond in a sustainable manner to the changing needs of occupiers. This is the 'long-life, loose- fit' principle. It could be achieved using the lifetime homes principle to ensure

that homes can meet families' changing needs over time. For commercial buildings, it could mean ensuring that a building designed as an office for one organisation is physically capable of being subdivided, should future patterns of demand change.

- 9.44 The public realm is defined as the parts of a town that are available without charge for everyone to experience and enjoy. It includes both formal and informal spaces such as streets, squares, parks and open spaces, the urban fringe and footpaths linking to nearby countryside. An attractive and well-functioning public realm that is friendly to all users is key to creating the sort of environment that people want to be in. It is also important in prioritising the needs of pedestrians and cyclists over those of the car in terms of safety and air quality for a healthier lifestyle. Specific proposals for new and improved areas of public realm in central Ipswich will be identified through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.
- 9.45 Integrating land uses into mixed use developments and neighbourhoods improves the overall sustainability of Ipswich and also reinforces community cohesion. It helps to create local vitality and reduce the need to travel. In areas such as the Waterfront, Ipswich has seen the benefit of a mixed use approach that combines living, leisure and culture, and working.
- 9.46 Community safety is fundamental to people's quality of life. This is not just about designing-out crime, although it is important, but about planning developments and neighbourhoods in ways that encourage neighbourliness, nurture healthy communities and assist social inclusion. Designing into schemes safety measures such as lighting and in some cases CCTV can support actual and perceived safety, however lighting must be carefully designed to maximise energy efficiency and avoid 'leakage' into the night sky and nuisance to nearby occupiers. It is expected that consideration should be given to the principles set out by Secured by Design wherever appropriate.
- 9.47 Greening the streets of Ipswich has visual, functional, social, economic and environmental benefits. In terms of climate change, street and car park trees help by providing shade from the sun, slowing surface water run-off, and combating the urban heat island effect. Trees also contribute to health, welfare and quality of life of everyone who lives and works in the urban environment along with being an additional habitat for wildlife. Where underground services and hard surfacing are a potential issue, the use of root barriers and below ground engineered tree pits to provide viable soil volumes, and Tree Root Protection Systems will be explored. The appearance of streets will also be improved through a Tree Planting Design Guide and limiting the amount of 'street clutter', including unnecessary signage, bollards, railings, road markings and street furniture.
- 9.48 The wooded skyline that provides the backdrop to much of central Ipswich is a key part of the centre's character and setting and will be protected and sustainably enhanced. The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document and the Ipswich Urban Character Study supplementary planning document will identify key viewpoints and key strategic views in relation to the wooded skyline around central Ipswich. Relevant policy guidance in respect of tall buildings can be found in policy DM6.
- 9.49 The character and distinctiveness of Ipswich is the product of a combination of Ipswich's geographical setting, history and communities. It is fundamental to the local identity and is described in Chapter 5. The character of different areas of Ipswich is analysed through the conservation area character appraisals (covering the conservation areas only) and the Ipswich Urban Character supplementary planning document (the first stage of the SPD covers Norwich Road, Parks, the Orwell and Gipping Valley, and California).
- 9.50 In order to support Ipswich residents in adopting sustainable lifestyles, the Council will ensure that the layout of new developments makes adequate provision for travel by cycle, their safe storage, and provision for the recycling of waste materials.
- 9.51 Assessment of design quality for major applications for residential development will be made using the Building for Life 12 criteria (CABE at the Design Council / Design for Homes / HBF) and applicants will be expected to demonstrate that scheme designs can achieve a 'green' score in each category enabling schemes to be eligible for 'Building for Life Diamond' status. However it is recognised that not every development proposal will meet this criteria and in these circumstances developers will be expected to justify

why this is not possible. The Building for Life criteria are reflected in policy DM5 and therefore addressing the specific requirements of Building for Life will contribute towards meeting the requirements of policy DM5. The Council also encourages new housing to be built to the Lifetime Homes standard, which makes it easier for people to remain in their own homes as their mobility needs change, through encouraging homes to be built in a way in which rooms can be used flexibly over time. The criteria in policy DM5 also contribute towards the creation of safe, functional and well-designed communities as aspired to by the Government's Lifetime Neighbourhoods ambitions.

- 9.52 The design quality of smaller residential developments will be assessed against the various Building for Life criteria as may be considered reasonably applicable to the type and scale of development under consideration. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will apply to all residential developments, until replaced by the Space and Design Guidelines supplementary planning document.
- 9.53 The design of all major non-residential or mixed-use developments will be assessed against the design criteria set out in By Design: DETR 2000.
- 9.54 Applicants for planning permission will be required to clearly demonstrate how the submitted development proposal achieves urban design quality through the design and access statement accompanying their application, addressing the relevant criteria as appropriate.
- 9.55 It will be necessary to ensure that the siting, layout, scale, form, massing, materials and detailing of any proposed buildings will have a positive visual relationship with surrounding buildings. Matters of silhouette, proportion, and solid to void ratios, will all be important considerations to be addressed.
- 9.56 It is important that the design of development creates buildings that work well for their occupiers. This includes the provision of adequate storage in new developments, be that for wheelie bins, cycles, or for the storage of mobility scooters. Provision for waste storage should support the aim to increase recycling. It may also mean designing for an ageing population to reflect demographic trends. In order to promote sustainable use of materials encouragement will be given to the reuse of previously used materials in construction.
- 9.57 Urban greening is important, to enhance the townscape, tackle and help adapt for climate change and enhance biodiversity. It could include the incorporation of canopy cover, green walls and green roofs and the creation of urban greenspace, as part of soft landscaping considerations. Opportunities for greening should be maximised in all developments, where appropriate. Provision to support biodiversity should include measures such as bird boxes, bat boxes and swift bricks, where possible incorporated into the fabric of the building. The Council will also refer to its Open Space and Biodiversity Policy.
- 9.58 Ipswich has four Air Quality Management Areas where it is important to ensure that new development does not compound existing air quality problems for example by blocking the movement of air. Criterion h in policy DM5 will equally apply to development proposed in areas that are known to be of poor air quality but where an Air Quality Management Area has not been designated due to there not currently being any receptors.
- 9.59 Public art can play a critical part in the development and regeneration of places by making the architecture and/or the setting or public space around them more attractive, and establishing a sense of place and local identity. It also has intrinsic cultural and aesthetic value.
- 9.60 The placing of public artworks on development sites is a material consideration in the planning system. The Council encourages all major developments to integrate public art installations or bespoke features as part of the overall design concept from the outset. Applications should incorporate information on the content and quality of any public art into the accompanying Design and Access Statement.

POLICY DM6: Tall Buildings

Planning permission for tall buildings will be granted within the arc of land to the south-west of the town centre in the vicinity of Civic Drive and the Northern Quays of the Waterfront, providing that the design of any proposed building satisfactorily addresses all of the following criteria:

- a. **relationship to context;**
- b. **relationship to transport infrastructure;**
- c. **achieving a building of the highest architectural quality;**
- d. **sustainable design and construction;**
- e. **the credibility of the design in technical and financial terms;**
- f. **the contribution the building will make to public space and facilities;**
- g. **the effect on the local environment including microclimate;**
- h. **the contribution the development will make to the permeability of the site and the wider area;**
- i. **the provision of a well planned external and internal environment; and**
- j. **the effect of the building in terms of its silhouette and impact on strategic views, with particular reference to conservation areas and the wooded skyline visible from and towards central Ipswich.**

In other locations within the Borough proposals for tall buildings may exceptionally be considered to be appropriate if it can be demonstrated satisfactorily that they satisfy criteria a. to j. of the policy and would not harm the character and appearance of the area.

- 9.61 Tall buildings can only be considered appropriate in certain limited locations in Ipswich and various special considerations, over and above standard urban design considerations, should apply to their planning and design, particularly in listed building and conservation area terms.
- 9.62 Tall buildings may be defined as 'buildings which are substantially taller than their neighbours and / or which significantly change the skyline'. The definition is taken from 'Guidance on Tall Buildings' EH /CABE 2007, to which proposals should have regard.
- 9.63 Detailed guidance and planning submission requirements for proposed schemes are set out in detail in the above mentioned document and will be used by the Council in the assessment of any such proposals.
- 9.64 The boundaries of the arc of land to which this policy applies will be identified in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. Central Ipswich is circled by a wooded skyline, which is particularly important to the setting of the central area including Ipswich Village and the Waterfront. Developments will only be permitted where they do not seriously disrupt this setting, especially when viewed from key viewpoints. Strategic views in and across central Ipswich have been identified through the Ipswich Urban Character Study supplementary planning document and in Conservation Area Statements and Management Plans.
- 9.65 The impact of any proposed tall building on listed buildings will be assessed under the provisions of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**POLICY DM7:
Public Art**

This policy has been deleted

POLICY DM8: Heritage Assets and Conservation

a. Listed Buildings

In considering proposals for external or internal alterations and extensions to a listed building, the Council will seek to ensure that this would enhance the character, features and setting of the building and resist development that would adversely affect its historical significance.

An application for the change in the use of a listed building will only be permitted if the applicant can demonstrate that the use proposed and any consequent alterations will not be detrimental to the structure, character, appearance or setting of the building. Applications that provide insufficient information to assess the impact of alterations associated with the proposed change of use will be refused.

b. Conservation Areas

The Council will seek to protect and enhance the character and appearance of conservation areas through adopted Conservation Area Appraisals and Management Plans. These will be used to inform the Council's decisions when assessing the impact of proposals for planning permission.

The position, height, mass and materials of a proposed building or extension, and the design of the space and landscaping around it, shall pay regard to the character of adjoining buildings and the area as a whole.

The Council will seek to ensure that proposed changes of use within or adjacent to conservation areas would not detract from the character and appearance of the designation, which should include sympathetic alterations and additions to facades that are visible from the public domain and the retention of any existing features of special architectural merit.

New shopfronts in conservation areas should be constructed from high quality materials and respect the character and appearance of the building and street scene into which it is installed. Planning applications that seek permission to demolish a building or structure within a conservation area will only be granted where:

- (i). the building/structure does not contribute to the character of the conservation area; or
 - (ii). it can be demonstrated that the building/structure is incapable of repair and reuse;
- and
- (iii). the demolition works form part of an approved detailed redevelopment scheme.

c. Archaeology

Within the Area of Archaeological Importance defined on the policies maps, development will not be permitted which may disturb remains below ground, unless the proposal is supported by an appropriate archaeological assessment of the archaeological significance of the site and, if necessary, a programme of archaeological work in accordance with that assessment.

Planning permission will not be granted if the remains identified are of sufficient importance to be preserved in situ and cannot be so preserved in the context of the development proposed, taking account of the necessary construction techniques to be used.

In all other circumstances where planning permission is to be granted, the Council may impose a condition allowing an appropriate contractor to monitor the works under archaeological supervision and control during the necessary stages of construction.

In locations outside of the Area of Archaeological Importance, where it becomes apparent through a planning application that there is an overriding case for archaeological remains found to be preserved in situ, then the requirements above for sites within the Area of Archaeological Importance will apply. Where there is no overriding case for any remains to be preserved in situ, development which would destroy or disturb potential remains will be permitted subject to an appropriate programme of archaeological investigation and recording being undertaken prior to the commencement of development.

Proposals that aim to mitigate the effects of climate change should in the first instance explore all opportunities of enhancing energy efficiency and forms of providing renewable energy without harming the significance of heritage assets. Where conflict between climate change objectives and the conservation of heritage assets is unavoidable, the public benefit of mitigating the effects of climate change will be weighed against the likely harm to the heritage asset.

- 9.66 Buildings listed for their special architectural or historic interest have statutory protection under the Planning (Listed Buildings and Conservation Areas) Act 1990. The Council has a statutory duty to preserve and enhance the character and appearance of listed buildings in Ipswich and will therefore only grant planning permission and listed building consent for works and changes of use which complement this obligation.
- 9.67 A change of use of a listed building may affect its character and appearance and involve alterations to the fabric to meet either the functional or statutory requirements for the proposed use. The Council will be unable to grant permission for a proposed change of use of a listed building where sufficient details have not been submitted.
- 9.68 The National Planning Policy Framework (NPPF) states that consent will not be granted for the demolition of a listed building other than in exceptional circumstances, and not unless the Council is satisfied that every possible effort has been made to continue the present use, or find a suitable new use. Demolition will not be permitted until there are approved detailed plans for redevelopment that would immediately follow the clearance of the site.
- 9.69 The Council is keen to protect and enhance the town's 14 designated conservation areas which are shown on Plan 3. The character appraisals and management plans for each area highlight what is distinctive about the area including building styles, street patterns, land form, historical development and key views. Future character appraisals will include landscape and tree assessments. Proposals for development will need to indicate precisely how each scheme will preserve and enhance the conservation area in which it is located by a thorough appreciation of these distinctive characteristics.
- 9.70 Proposals for development in Conservation Areas should indicate precisely how each scheme will preserve and enhance the conservation area in which it is located. A development proposal lying outside the boundary of a conservation area yet clearly affecting its character and appearance will be considered as if it formed part of the designated conservation area.
- 9.71 National advice and policy on the conservation of the historic environment is set out in the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990. The NPPF supersedes Planning Policy Statement 5 (Planning for the Historic Environment) although the Practice Guide to PPS5 remains in place as guidance. The general approach to managing heritage assets will also follow the guidance set out in BS7913¹².
- 9.72 The NPPF establishes a presumption in favour of sustainable development and states that great weight should be given to the conservation of designated heritage assets such as conservation areas. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, planning permission should not be given unless substantial public benefits can be identified that outweigh that harm or loss.

¹² BS7913 *British Standard Guide to the Principles of the Conservation of Historic Buildings adopted as formal Council policy in September 1998*

- 9.73 The NPPF sets out specific requirements for assets with archaeological interest. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, developers will be required to submit an appropriate desk based assessment and, where necessary, a field evaluation. Scheduled Monuments are designated by the Secretary of State and the records held by English Heritage who develop policies to protect them. Suffolk County Council Archaeology Service holds the Historic Environment Record for Ipswich and is consulted on planning applications that could affect archaeology.
- 9.74 Attention is drawn to the policies maps, which show the Area of Archaeological Importance of the Anglo-Saxon and Medieval town, aspects of which are internationally recognised. Beyond this area, the Borough includes parts of the wider landscape of the Gipping Valley and Orwell Estuary, and there are Prehistoric, Roman, Anglo-Saxon and other period archaeological sites within its boundaries. The County Council strongly encourages applicants to contact the archaeological service well in advance of seeking planning permission, in order that assessment and recording requirements can be discussed. This helps make the application process simpler and reduces the risk of heritage assets presenting an obstacle to delivery at a later stage. For information, the Area of Archaeological Importance is also shown on Plan 4.

POLICY DM9: Buildings of Townscape Interest

There is a presumption in favour of retaining and repairing buildings of local townscape interest. Proposals involving the loss of such buildings will only be permitted if it can be demonstrated by thorough analysis in the Design and Access Statement that the replacement building(s) is of an equal or higher standard of design and incorporates sustainability features.

- 9.75 The Council acknowledges the townscape importance of buildings of local interest which have no other statutory protection, and encourages their retention and upkeep. In situations where the benefits of a replacement development outweigh the retention of an existing building on the local list, the Council will expect a high standard of design.
- 9.76 The Local List (Buildings of Townscape Interest) supplementary planning document was published in September 2013 updating the previous list and identifying buildings of particular local interest.

POLICY DM10: Protection of Trees and Hedgerows

The Council will protect and ensure the care of trees and increase canopy cover in the interests of amenity and biodiversity by:

- a. **making Tree Preservation Orders;**
- b. **only granting consent for felling, topping, lopping or uprooting if a sound arboricultural reason is provided;**
- c. **adhering to the principles of BS3998 'Tree work – Recommendations' 2010 for established tree management options (including soil care and tree felling);**
- d. **refusing planning permission for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss; and**
- e. **encouraging tree planting to help achieve a target of 22% canopy cover by 2050.**

Applications for development should retain existing trees and hedgerows of amenity or biodiversity value where possible. Where development affecting trees is proposed, the application must be accompanied by:

- f. **an accurate survey and assessment of all existing trees on site in accordance with BS5837 'Trees in relation to design, demolition and construction – Recommendations)' 2012 by a competent arborist;**
- g. **details of protective measures to be put in place during the development process to ensure the health and safety of each specimen to be retained; and**
- h. **where removal is proposed, a plan for replacement planting on a two for one basis and using semi-mature specimens, unless otherwise agreed by the Council.**

Design in new development should have proper regard to the setting of protected trees. Landscaping and tree planting should be integrated into new development.

- 9.77 Whether viewed individually or collectively from a distance trees make an important contribution to the environmental quality of Ipswich. They contribute to the townscape, biodiversity and air quality.
- 9.78 Established trees are a scarce resource and will be protected by Tree Preservation Orders when under threat. The Council will also impose planning conditions where appropriate to secure replanting schemes under circumstances where felling of trees is unavoidable.
- 9.79 Tree planting on development sites should not be an afterthought. BS5837: 2012 provides guidance in respect of development sites, on tree retention, protection during development and incorporating trees into design of the development. The level of detail expected with a planning application should be appropriate to the scale of the proposal.
- 9.80 Trees are important elements of green infrastructure, contributing to urban cooling through evapotranspiration and providing micro-climatic effects that can reduce energy demands in buildings. They therefore represent a key resource that can significantly contribute to climate change adaptation. Tree planting should help shape the built environment and new development in a way that strengthens the positive character and diversity of the area and increase climate change resilience. Climate change has a direct and indirect effect on trees in a number of ways including higher temperatures, and greater fluctuations in rainfall and wind. Climate change needs to be considered as part of a process to ensure

the tree-scape continues to flourish and retains its unique qualities of landscape, botanical and bio-diverse richness.

- 9.81 Community woodlands offer valuable opportunities for improving the environment around Ipswich by upgrading the landscape and providing for recreation and wildlife. Any new development will need to take account of any community woodland plan in place at the time of a planning application.
- 9.82 Where the Council permits the removal of trees, replacement planting will be on a two for one basis. This may not always be possible or appropriate on the development site in question, and in such cases off-site provision will be expected as an alternative. Applicants are advised to liaise with the Council's Arboricultural Officer at the earliest opportunity to discuss appropriate replacement species and locations. All replacement tree planting proposals will need to be accompanied by a tree care and management plan for the new trees.
- 9.83 The Council deals with trees through its function as landowner and local authority in line with its Tree Management Policy, unless the need for, and benefits of the development in that location clearly outweigh the loss. The 1997 Hedgerow Regulations protect 'important hedgerows', as defined through Schedule 1 of the Regulations, from being removed.

POLICY DM11: Central Ipswich Skyline

This policy has been deleted

SMALL SCALE RESIDENTIAL DEVELOPMENT

EXTENSIONS AND ANCILLARY BUILDINGS

- 9.84 The vast majority of planning applications the Council receives relate to proposals for residential extensions or for small infill or backland residential developments.
- 9.85 Extensions to houses are often a convenient way of providing additional living space for growing households. Extensions often benefit from 'permitted development' rights, which enable households to extend their property without the need for planning permission, so it will often be the larger and potentially more problematic extensions that are the subject of consideration by the Council under the following policy.

POLICY DM12: Extensions to Dwellinghouses and the Provision of Ancillary Buildings

An extension to a dwellinghouse or the erection of a building within a residential curtilage that would be used for an incidental purpose will be permitted provided that it:

- a. **would not result in more than approximately 50% of the useable private garden area of the original dwellinghouse being occupied by buildings;**
- b. **does not lead to the creation of a terracing effect where there are not already terraces;**
- c. **does not detract from the amenity of neighbouring residents, particularly in terms of privacy, light or overbearing impact; and**
- d. **in the case of extensions or large buildings, it is designed to be in keeping with the original dwellinghouse and does not have an adverse visual impact within the immediate street scene.**

In addition to the above criteria, development that would provide for a residential annex will only be permitted where this:

- e. **would be subordinate in scale to the main residence and capable of being integrated into the main dwellinghouse once the dependency need has ceased;**
 - f. **could not be accessed separately from the main dwelling unless required by Building Regulations; and**
 - g. **would have shared vehicular access and garden(s).**
- 9.86 Extensions and ancillary buildings must be well designed and must be appropriate given the particular context of the property in question. Detailed guidance is given in the form of the Council's supplementary planning guidance 'Good practice guide to extending your home' and in particular care should be taken to ensure that two storey side extensions to semi-detached or detached houses do not close the gaps between houses and create a 'terracing effect'. Such extensions would normally have to be set back behind the main front wall of the house by 4 metres. Such development should also maintain the possibility of external access to rear gardens. A new Space and Design Guidelines supplementary planning document will supersede this guidance document.
- 9.87 Any increase in carbon emissions resulting from an extension should where practicable be offset through improvements to the existing building(s). Extensions are likely to lead to an increase in the overall energy footprint of a dwelling through additional space heating, lighting and appliances. Therefore any such increase

should be offset through retrospective improvements to the original dwelling, such as extra loft insulation. This will help to achieve carbon reduction targets.

- 9.88 The Council has seen a rise in the number of applications for residential annexes in recent years. Development which assists households to adapt to changing circumstances should be encouraged so long as it forms a linked extension to an existing dwellinghouse and retains some shared facilities (e.g. kitchen or bathroom), to ensure that it cannot evolve into a self-contained unit. To qualify as an annex the accommodation should have a degree of dependency on the main dwelling house to ensure a single planning unit is retained and a separate residential dwelling is not created. Annexes will not be approved for private rental purposes as this would involve the creation of a separate planning unit.

SMALL SCALE INFILL AND BACKLAND RESIDENTIAL DEVELOPMENTS

- 9.89 Severance of rear and side gardens, infilling between existing development and development of backland sites often provide opportunities for the provision of additional homes. However, care should be taken to ensure that such development is appropriate, well designed and well related to its surroundings. The following policy will therefore apply.

POLICY DM13: Small Scale Infill and Backland Residential Developments

Proposals for small scale residential development involving infill, backland or severance plots will not be permitted unless the development:

- a. is sited in a location where it would not be disturbed by other land uses;**
 - b. establishes a safe and secure environment;**
 - c. protects the setting of existing buildings and the character and appearance of the area;**
 - d. protects the amenity of neighbouring residents, particularly in terms of loss of privacy or light, or overbearing impact;**
 - e. has safe and convenient access; and**
 - f. has secure and lit bicycle storage and facilities for the storage of refuse, recycling and garden waste containers.**
- 9.90 The tight Borough boundary around Ipswich means that small sites, such as backland plots behind existing dwellings, have historically been an important source of additional dwellings for the town. However, given the nature of such sites often close to existing housing, new development needs to be carefully controlled in order to protect the character and amenity of the neighbourhood and the quality of life of its inhabitants.
- 9.91 In the case of severance plots, it is important that the original dwelling(s) shall retain sufficient garden space to meet the Council's minimum standards. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will also apply, until superseded by the Space and Design Guidelines supplementary planning document.

THE SUBDIVISION OF FAMILY DWELLINGS

- 9.92 In recent years there has been significant pressure, particularly in central locations, to convert existing houses into flats, bedsits and houses in multiple occupation. Furthermore it is possible that this pressure may increase further as a result of the growth of University Campus Suffolk and Suffolk New College.
- 9.93 It is also important to note that not all shared accommodation will trigger the need for planning permission. However, where planning permission is required it is considered important to ensure that such development takes place in an appropriate form and location. In particular it is considered important to have regard to amenity and also to prevent the conversion of small and modest sized family housing.

POLICY DM14: The Subdivision of Family Dwellings

Development involving the conversion of houses into flats, bedsits or houses in multiple occupation will be permitted provided that it:

- a. **provides sufficient car parking in accordance with the standards, secure and lit bicycle storage, amenity space and refuse, recycling and garden waste container storage is provided for each unit;**
 - b. **incorporates a convenient principal entrance door for each unit of accommodation and provides an appropriate standard of residential accommodation;**
 - c. **would not lead to an overload of flats, bedsits or houses in multiple occupation in a particular area causing unacceptable levels of traffic congestion or activity;**
 - d. **would not lead to detriment to a listed building and/or conservation area;**
 - e. **would not lead to detriment of the amenity of neighbouring residents though careful consideration of internal layouts; and**
 - f. **would not result in the conversion of small or modest sized family houses containing 3 bedrooms or fewer or having a floorspace of less than 100 sq.m.**
- 9.94 Proposals for flats, bedsits and houses in multiple occupation are often controversial and can have significant impact upon the amenity of an area. The growth of University Campus Suffolk and Suffolk New College and the likely increase in demand for flats, bedsits and houses in multiple occupation provide a further justification for a policy specific to Ipswich in order to ensure that conversions are appropriate. The Council requires applicants to consider the amenity of residents in adjacent dwellings, and within the building itself. The latter will be assisted through careful internal layout, which for example avoids positioning living rooms next to bedrooms in adjacent dwellings and within the building itself.
- 9.95 Overload will be assessed in relation to each application on the basis of the existing proportion of houses in multiple occupation in the area. Generally, no more than 30% of the dwellings in the area would be expected to be houses in multiple occupation.

POLICY DM15: Travel Demand Management

This policy has been deleted

POLICY DM16: Sustainable Transport Modes

This policy has been deleted

POLICY DM17: Transport and Access in New Developments

To promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:

- a. not result in a significant adverse impact on rights of way or the local road network in respect of traffic capacity, highway safety;
- b. not result in a significant impact on air quality or an Air Quality Management Area;
- c. incorporate electric charging points and a car club scheme where this would be consistent with the scale and location of the development;
- d. promote pedestrian and cycle accessibility to and permeability within the site, ensuring that any new routes are coherent and in accordance with the design principles of policy DM5;
- e. provide high quality, secure cycle storage, and in non-residential developments of more than 1,000 sq. m or where more than 50 people will be employed, high quality shower facilities and lockers; and
- f. have safe and convenient access to public transport within 400m, and facilitate its use through the provision of services, infrastructure and/or tickets where required.

Applicants will be required to demonstrate how the development would improve transport provision and/or how any acceptable adverse impacts would be managed and mitigated.

- 9.96 The Council is keen to ensure that new developments have an acceptable impact on and relationship to existing transport infrastructure. Therefore the above will be important considerations in determining planning applications. The Council will need to be satisfied that impacts can be managed in a satisfactory way and that suitable additional infrastructure provision is made where necessary.
- 9.97 Ipswich is a regional transport node and a compact town and therefore it should be possible to access the town centre and other parts of the town by sustainable means. In accordance with the Ipswich Transport Strategy 2007 and the Suffolk Local Transport Plan 2011-2031, the Council is keen to ensure that a modal shift away from the car can occur within the Borough. This policy should also be considered alongside the growth aims of the Strategy, principally policy CS2.
- 9.98 New development should have an acceptable impact on and relationship to existing transport infrastructure, therefore the above will be important considerations in determining planning applications. The Council will need to be satisfied that the impacts can be managed in a satisfactory way and that suitable additional infrastructure provision is made where necessary. Where relevant, development should take opportunities for providing new infrastructure through well-designed cycle and pedestrian routes and high quality cycle storage with workplace shower and locker facilities. It should also link with public transport facilities and services and seek to improve existing rights of way to reduce journey times to employment, schools and services.
- 9.99 A Rights of Way Improvement Plan forms part of the Suffolk County Council Local Transport Plan 2011-2031, where improvements to the access network focuses on the needs of non-motorised users. This Council also expects development on sites which abut or relate closely to the town's rivers to provide for the improvement of public access alongside these.
- 9.100 Necessary mitigating measures to improve public transport infrastructure and services may be secured where this would reasonably relate to a development, whilst the introduction of car club schemes in larger developments may also contribute to reducing levels of private car ownership in the town (the need for car club provision in new developments will generally be informed by the agreed findings of a

Travel Plan). The inclusion of electric charging points in residential plots, employment developments and commercial car parks are also considered a sustainable measure that can help to reduce greenhouse gas emissions in line with the aims of the National Planning Policy Framework. The provision of charging points for electric vehicles within new developments should be made in accordance with the Suffolk Guidance for Parking (November 2014).

- 9.101 In proposals for the development of 10 or more dwellings, 1,000 sq. m or more of non-residential floorspace or where more than 50 people would be employed, the Council will require a Transport Assessment to be undertaken to include an assessment of the likely impact on the local highway network. A long term management strategy (Travel Plan) to increase sustainable patterns of travel to a site will also be secured in some instances.
- 9.102 Where a development is likely to have an impact on an Air Quality Management Area or other sensitive area, an assessment of the air quality impacts of the development will be needed with appropriate mitigation measures proposed as necessary. Confirmation on the level and extent of transport and highways reports that would be required to support development proposals can be found within the Council's Validation Checklist.

POLICY DM18: Car and Cycle Parking

The Council will require minimum standards of car and cycle parking to be complied with in all new development (except in the IP-One area), and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities and create a safe and attractive environment. The Council will also require the provision of secure cycle parking in any new car parks in the town.

Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.

Outside the IP-One area, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.

There will be reduced maximum standards of car parking provision for residential development within the IP-One Area, which has frequent and extensive public transport networks, and easy access to a wide range of employment, shopping, and other facilities.

A central car parking core will be defined in the town centre, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. Within the central car parking core, only operational car parking will be permitted in connection with non-residential development, so that the stock of long-stay parking is not increased. New, non-residential long-stay car parks will not be permitted.

- 9.103 An explicit requirement to set maximum parking standards is no longer part of national planning policy. This previous approach has led to parking on verges and on street in a number of recent developments, to the detriment of the street scene and highway safety.
- 9.104 Local planning authorities are now free to apply parking standards that are appropriate and necessary to address local circumstances. In Ipswich, the standards within the Suffolk Guidance for Parking (November 2014) are currently being applied.
- 9.105 Whilst the emphasis of transport policy remains firmly on encouraging people to switch to more sustainable modes where possible, it is also recognised that many people still own cars. Therefore, adequate levels of residential parking should be provided that uses land efficiently and is designed in from the outset to ensure that cars do not dominate the street scene.
- 9.106 There are a number of publications which look at the design of car parking in more detail, notably 'Car Parking: What Works Where' (English Partnerships, 2006) and 'Manual for Streets' (Department for Transport, 2007). Underground parking is also an efficient way to accommodate the car and should be considered where this is acceptable in flood risk terms as demonstrated through a Flood Risk Assessment.
- 9.107 In order to reduce congestion, manage air quality and encourage a modal shift away from the car, particularly amongst the commuting public, it is important to limit long-stay car parking within the central car parking core and for organisations to encourage employees to travel to work by more sustainable means through travel planning. Therefore, only necessary operational parking will be allowed for new non-residential development within the central car parking core. This excludes staff parking but would include access which is considered essential.
- 9.108 Safe, convenient and secure cycle parking is essential to encouraging increased cycle use in Ipswich. The emphasis on provision for both residential and commercial development relates to more strategic measures being taken across the town to improve cycle routes, through the Local Transport Plan and the Ipswich Cycling Strategy.

POLICY DM19: Cycle Parking

This policy has been deleted

POLICY DM20: The Central Shopping Area

The Council will support the town's vitality and viability by promoting and enhancing appropriate development in the Central Shopping Area.

The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Areas, which are defined on the IP-One Area inset map. A site identified as suitable for major retail investment will be allocated in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

Class A1 retail use should remain the predominant use at all times in the Central Shopping Area, to ensure the strategic retail function of Ipswich is maintained. A2-A5 uses and other main town centre uses will also be supported in the Secondary and Specialist Shopping Areas, provided the overall percentage of the frontage does not exceed the levels specified and accords with the criteria set out below. A1-A5 uses and other main town centre uses are defined in the Glossary.

- a. **Primary Shopping Area –A2-A4 uses will be permitted where they will not exceed 15% of a group of identified ground floor frontages and ground and first floor frontages in the Buttermarket and Tower Ramparts Shopping Centres and the site is not adjacent to an existing non-A1 use within the same Use Class as the proposal. A5 uses will not be permitted.**
- b. **Secondary Shopping Area - A2-A5 uses and other main town centre uses will be permitted where they will not exceed 25% of a group of identified ground floor frontages, and provided the proposal does not create a concentration of more than 30 metres of non-A1 frontage, and the site is not adjacent to an existing non-A1 use within the same Use Class as the proposal. Of this 25%, no more than 10% of the total identified ground floor frontage will be permitted for A4 or A5 uses.**
- c. **Specialist Shopping Area - A2-A5 uses and other main town centre uses will be permitted where they will not exceed 40% of a group of identified ground floor frontages. Of this 40%, no more than 35% of the total identified ground floor frontage will be permitted for A2, A4 or A5 uses.**

A3, A4 and A5 uses and other main town centre uses will only be permitted where they have no detrimental effect on the amenities of nearby residential accommodation in terms of noise, fumes, smell, litter and general activity generated from the use and retain an active frontage.

Mixed use development, including B1 office, A2 financial and professional services, C3 housing, and C1 hotel or any combination of these uses will be supported in the Central Shopping Area, provided there is a ground floor use in accordance with the above.

The Council will not grant planning permission for the use of a ground floor unit to a use falling outside classes A1 to A5 in Primary Shopping Areas and outside A1 to A5 and other main town centre uses in Secondary Shopping Areas.

The Council is planning to redevelop the Cornhill. When applying frontage policies in this area any redevelopment proposal would be taken into account.

The Council also supports the retention of the open market.

- 9.109 Protecting the vitality and viability of the town centre and district and local centres is a key part of national policy and the importance of the town's shops is set out in the strategic policies of the Core Strategy. The NPPF advises that town centre policies should:
- Define the extent of centres and primary shopping areas;
 - Define primary and secondary frontages within designated centres;
 - Retain and enhance existing markets;
 - Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed; and
 - Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre, where suitable and viable town centre sites are not available.
- 9.110 The purpose of the Central Shopping Area (CSA) is to focus retail activity within a defined, concentrated area and enable visitors to easily combine other activities in the centre with their shopping trip, such as meeting friends at a café, going to the bank or having a haircut. The concentration of activities benefits shoppers who wish to compare goods and prices in different shops before making their purchases or combine several activities in one trip, and retailers who want to see the maximum footfall possible outside their store. The policy approach of concentrating such activity within a defined area supports the vitality and viability of the centre.
- 9.111 The CSA boundary has been amended, to include additional land at Westgate to accommodate a retail allocation and exclude land east of Cox Lane. These changes respond to evidence in the Ipswich Town Centre Opportunity Areas Report 2013. The Council considers that the boundary changes will help to strengthen the CSA's vitality and viability. Annual monitoring of town centre indicators such as shop vacancy will continue to be used to assess the CSA's health.
- 9.112 Within the CSA, the predominant land use at ground floor level should be shops (i.e. Use Class A1 retailing). However, there are other uses which complement A1 shops, which also have a role to play within the CSA, for example: financial and professional services such as banks (class A2), cafes and restaurants (class A3), drinking establishments (class A4) hot food takeaways (class A5) and main town centre uses including leisure, entertainment, offices, arts, culture and tourism and residential uses.
- 9.113 The CSA is therefore divided into three 'Shopping Areas'. The Primary Shopping Area is the area where the greatest concentration of A1 retail uses is expected. It is a relatively small area which largely coincides with the 'prime pitch' for retailers and it has the highest rents and footfall. The Secondary Shopping Areas are generally characterised by lower rents and footfall than the Primary Shopping Area. In these areas, the focus remains on A1 retailing, but a greater diversity of uses is permitted. The Speciality Shopping Areas contain the greatest diversity of uses. Shops tend to be in smaller units occupied by more specialist retailers. Some of the streets in this area consist of attractive historic buildings, which give them a special character, for example St Peters Street and Fore Street. For the purposes of the sequential approach to locating new retail development, only the primary and secondary shopping areas defined on the IP-One Area inset policies map would be considered 'in town centre' sites. The streets within the CSA are broken down into 'shopping frontages' by the Council. The frontages usually consist of a continuous line of buildings fronting the street or pavement, segregated by intersecting streets. Individual frontages will continue to be set out in the supplementary planning guidance: 'Central Shopping Area - Identified Frontages' document, which is monitored and updated annually.
- 9.114 The approach to land use within the CSA is to maintain a balance between A1 retail and other A-class and main town centre uses, through the control of frontages. The proportion of frontages permitted for non-A1 uses, as set out in the adopted Core Strategy 2011, has been the subject of review. An assessment of the existing percentage of groups of frontages in non-A1 uses in the CSA has influenced the policy percentages. In the Primary Shopping Area, the percentage of non-A1 uses permissible within frontages has been increased from 10% to 15%. This is based on monitoring of the current frontage uses and recognition of the need to provide an attractive range of uses to enable high street retailing to compete with out of centre and Internet shopping. The Council's Town Centre Master Plan identifies the need to permit more food and drink uses in the Central Shopping Area to disperse these activities and public spaces throughout the centre.

- 9.115 In the Secondary and Specialist Shopping Areas, the previous percentages have been retained in this plan but the policy now also refers to other main town centre uses being supported, in recognition of the need for centres to offer a range of attractions in order to maintain vitality and viability.
- 9.116 Protecting the visual character of listed buildings in the Central Shopping Area is covered elsewhere.
- 9.117 Mixed-use development will be supported in the Central Shopping Area only where a ground floor use in accordance with policy DM20 is provided. This reflects government policy to encourage diversification and mixed uses, and can help to create a vibrant centre including outside shopping hours. Main town centre uses as defined in the NPPF will only be permitted within the Central Shopping Area where specified criteria are met as set out in policy DM20.
- 9.118 Under a change to the Permitted Development Order that came into force on 30th May 2013, changes from a use falling within Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), Class A5 (hot food takeaways), B1 business), D1 (non-residential institutions) and D2 (assembly and leisure) to another use within that same group of uses became, for a temporary period of up to two years, Permitted Development. Such changes are subject to Prior Notification of the local planning authority and exclude changes to floor areas in excess of 150 square metres and listed buildings. Monitoring indicates that there have been few such changes of use to date within the CSA.
- 9.119 The Council will seek funding opportunities to make environmental enhancements to the public realm of the centre and help it to remain competitive and attractive to users. The priority for improvements during the plan period will be the Cornhill, Tavern Street and Westgate Street.

POLICY DM21: District and Local Centres

The Council will support the retention and provision of local shops and community facilities within defined District and Local Centres. The Centres are defined on the policies map and IP-One Area inset policies map.

Within the defined District and Local Centres:

- a. proposals for the provision of additional shops or extensions to existing shops will be permitted provided they are of a scale appropriate to the centre. The requirements of the National Planning Policy Framework (NPPF) should be satisfied;
- b. proposals for change of use from A1 to A2-A5 and sui generis uses appropriate to a centre, including launderettes will be permitted where they will not exceed 40% of the total identified ground floor frontage, provided the identified shopping frontage or the shopping character and range of shops is not unacceptably diminished. Of this 40%, no more than 20% of the total identified ground floor frontage will be permitted for A4 or A5 uses;
- c. proposals for the change of use of ground floor units to community facilities will be permitted provided that:
 - i. the unit does not occupy a prominent position in the Centre;
 - ii. satisfactory vehicular access and car parking can be provided;
 - iii. the unit has suffered from a clearly demonstrated long-term vacancy for a period of at least 12 months. A marketing strategy for the unit must be agreed with the Local Planning Authority prior to its implementation and the agreed strategy implemented for a minimum period of 12 months prior to applying for planning permission for change of use or redevelopment. Any such application must be accompanied by an independent appraisal of the economic viability of the facility in its current use; and
 - iv. the physical treatment of the unit minimises the problem of dead frontages or is appropriate to the proposed use.
- d. Residential uses will not be permitted on ground floor unless it has been clearly demonstrated the unit has suffered from long term vacancy for at least 12 months and none of the uses stated in paragraphs a, b and c are suitable, viable or deliverable.

Outside District Centres but within a 400m straight line distance of the centre the provision of community facilities will be permitted provided the facility:

- e. is appropriate in scale and supports the needs of the adjacent residential area;
- f. is accessible to all sectors of the community; and
- g. offers satisfactory vehicular access and car parking space in accordance with the Council's standards.

One new District Centre is proposed within the plan period at Sproughton Road. This centre will provide retail units and community facilities of a scale appropriate to serve its catchment area. Development of the Ipswich Garden Suburb in accordance with policy CS10 will require the provision of a new District Centre and two new local centres.

- 9.120 District and Local Centres perform an important role serving, to varying degrees, the day-to-day convenience, food and services needs of their local resident catchment populations. Ipswich contains 11 existing District Centres and 34 Local Centres (with additional centres of both types proposed through the Core Strategy).
- 9.121 The District Centres are the more strongly performing centres and rely on a stronger convenience retail offer to underpin their function, vitality and viability. All the District Centres contain a supermarket. The District Centres also tend to be located on radial routes and benefit from some passing trade.
- 9.122 The Local Centres tend to contain fewer units than the District Centres and offer a more limited diversity of uses. However, they remain an important facility for meeting people's every day needs.
- 9.123 The approach to District and Local Centres is to strengthen their role and function and seek to retain shops and community facilities. Within the District and Local Centres, a balance between A1 retail (shops) and non-A1 uses (such as food and drink establishments) will be maintained. A2 to A5 uses and sui generis uses appropriate to a centre will also be supported, provided the overall percentage of the frontage does not exceed the levels specified in the policy. District centres are listed under policy CS2. The local centres are listed below.
- Fircroft Road (1)
 - Garrick Way (2)
 - Dale Hall Lane/Dales Road(4)
 - Ulster Avenue (5)
 - Norwich Road (197-307a) (6)
 - Dickens Road (8)
 - Cambridge Drive (10)
 - Maidenhall Green (12)
 - Ellenbrook Green (14)
 - Colchester Road (61-65) (15)
 - Brunswick Road (16)
 - Cauldwell Hall Road/Spring Road (19)
 - Cauldwell Hall Road/St John's Road (20)
 - Foxhall Road (25-97, 34-124) (21)
 - Bixley Road/Foxhall Road (22)
 - Selkirk Road (24)
 - Clapgate Lane (207-221)/Landseer Road (325-327a) (25)
 - Reynolds Road (26)
 - Queen's Way (29)
 - Felixstowe Road (474-486) (30)
 - Penshurst Road (31)
 - Cliff Lane (32)
 - St Helen's Street (33)
 - Bramford Lane (34)
 - Bramford Road (35)
 - Spring Road (36)
 - Albion Hill, Woodbridge Road (291-386) (37)
 - Lavender Hill (38)
 - Prince of Wales Drive (39)
 - Bramford Road (560 and 651-677) (40)
 - Bramford Lane (483-487) (42)
 - St Matthew's Street (44)
 - Grimwade Street (45)
 - Woodbridge Road (28-110) (46)
- 9.124 The policy will help focus community development in the Local and District Centres. The community facilities are defined in Appendix 4.
- 9.125 Zonal maps for each District Centre to support community facilities within 400m straight-line distance are defined on Plan 1. Local Centres are also defined on Plan 1.

- 9.126 As an indication of appropriate scale the Council expects additional food stores in District and Local Centres should not exceed 1,500 sq. m. net. This is to ensure the development is of a scale appropriate to serve the centre and not the town as a whole, which could in effect divert retail away from the town centre. The applicant should also demonstrate that it can meet the requirements as set out in the NPPF, which covers the following points:
- a) that the development is of an appropriate scale;
 - b) that there are no more central sites for the development;
 - c) that there are no unacceptable impacts on existing centres; and
 - d) that locations are accessible.
- 9.127 The approach is to maintain a balance between retail and non-retail uses, through the control of frontages. An analysis of the existing frontages in a sample of the District and Local Centres supports the increase in the thresholds of A2 to A5 uses to 40%.
- 9.128 The introduction of use class categories A4 and A5 (drinking establishments and hot food takeaways previously use class A3) has been reflected in the policy. This will assist in controlling the night-time economy. A proportion of 20% has been set, which is higher than the threshold set for the Central Shopping Area, but appropriate, as the District and Local Centres serve residential communities.
- 9.129 The policy allows change of use to take place from retail to proposals for community uses where certain criteria apply. Residential uses will be encouraged on upper floors in the centres and in the vicinity of the centres to maximise access to shops and facilities.
- 9.130 The boundaries of the District Centres are shown on the policies map and, within them, policy DM21 applies to development proposals.

POLICY DM22: Town Centre Uses Outside the Central Shopping Area

Within the Town Centre, which is defined on the IP-One Area inset policies map, but outside the Central Shopping Area, the development of non-retail town centre uses, including leisure, recreation, culture and tourism uses, will be permitted. This area must be considered before edge or out of centre locations for these town centre uses. B1 office uses and mixed use schemes including housing will also be encouraged in the town centre, however industrial uses (B-Class uses excluding offices) will not be permitted.

- 9.131 The National Planning Policy Framework (NPPF) defines a town centre as an area defined on the policies map, which includes the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. The main town centre uses are defined in the following paragraph. In the Ipswich Local Plan, the primary shopping area is called the Central Shopping Area (see policy DM20).
- 9.132 This policy reflects the NPPF, which identifies the main uses appropriate to a town centre as: retail (including warehouse clubs and factory outlet centres); leisure (such as dance halls), entertainment facilities, intensive sports and recreation facilities such as cinemas, restaurants, bars, night clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls; offices; and arts, culture and tourism including theatres, museums, galleries, concert halls, hotels and conference facilities. In addition, living is encouraged within town centres, to improve vitality and viability outside business hours and enable sustainable lifestyles.
- 9.133 The non-retail main town centre uses which are managed through this policy are predominantly focused away from the Central Shopping Area, with the exception of a small element permitted in the Secondary and Specialist Shopping Areas or as part of certain mixed use developments as described in policy DM20, in order to maintain A1 retail use as the predominant use in the Central Shopping Area. For the development of non-retail town centre uses outside the Town Centre, the NPPF shall apply.
- 9.134 The town centre boundary is defined through the IP-One Area inset policies map. It overlaps to a degree with Ipswich Waterfront and Ipswich Village.
- 9.135 Within the 1997 adopted Local Plan, the Ipswich town centre boundary was drawn tightly around the very centre of Ipswich, broadly within the ring formed by St Matthews St/Crown Street, Grimwade Street, Star Lane, Franciscan Way and Civic Drive. However few sites remain within that area which could accommodate new office or leisure development.
- 9.136 The Borough has an ambitious job creation target set in policy CS13. As retail is the primary use within the Central Shopping Area, the town centre area beyond the Central Shopping Area is the key location for many of the other uses listed above, in particular large scale leisure uses and offices.
- 9.137 Therefore, there is a need to extend the town centre boundary and identify the area at the centre of Ipswich where the Council wishes to concentrate development of non-retail main town centre uses. It is also vital to ensure that the town centre remains the most accessible part of the Borough, because concentrating a variety of work and leisure opportunities in the town centre can make a major contribution to ensuring social inclusion in the Borough through opportunities being accessible to everybody.
- 9.138 The criteria for identifying the town centre boundary are therefore a predominance of main town centre uses within it, areas adjacent to the Central Shopping Area containing sites allocated for main town centre uses, and sites with good accessibility (within 800m of a main transport interchange).

POLICY DM23: Retail Proposals Outside Defined Centres

Retail proposals for more than 200 sq. m net floorspace in locations outside defined centres will only be permitted if the proposal can be demonstrated to be acceptable under the terms of the National Planning Policy Framework (NPPF), particularly in terms of:

- a. the appropriate scale of development;**
- b. the sequential approach;**
- c. avoiding significant adverse impact on existing defined Centres; and**
- d. accessibility by a choice of means of transport.**

9.139 Defined Centres in Ipswich consist of the Central Shopping Area, District Centres and Local Centres. The town centre is not a defined centre for the purposes of this policy.

9.140 Out of town retail parks, sole retail warehouses and large foodstores (such as supermarket and superstores) are not defined as centres and therefore policy DM23 should apply to proposals within these locations. Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of bulky goods, generally selling goods that would require transportation by car.

9.141 Listed below are items which the Council considers to be bulky goods:

- domestic household electrical;
- audio-visual equipment (including radio, TV, Hi-Fi, and computer goods);
- furniture, lighting, carpets and floor covering;
- hardware and DIY goods;
- garden centre goods and garden furniture;
- builders merchants;
- automotive products and accessories together with associated fitting;
- caravans boats and boat equipment;
- cycles, cycle products and accessories;
- camping equipment;
- pets and pet supplies;
- furnishing fabrics and curtains; and
- blinds and poles.

9.142 Items such as clothing, footwear and food are not considered to be bulky goods.

9.143 The National Planning Practice Guidance states that conditions may be attached to appropriately control the impact of retail uses. Conditions may therefore be attached, including the following:

- to prevent developments from being sub-divided into a number of smaller shops or units;
- to ensure that ancillary elements remain ancillary to the main development, by allowing up to 10% or 200 sq. m of net floorspace (whichever is the smaller) to be devoted to ancillary and incidental goods taken together;
- to limit any internal alterations to increase the amount of gross floor space by specifying the maximum retail floor space permitted; and
- to limit the range of goods sold, and control the mix of convenience and comparison goods.

- 9.144 This policy applies to retail proposals which are defined as those uses falling within Use Classes A1 (Shops), A2 (Financial and Professional Services) and A5 (Hot Food Takeaways) only. Use Classes A3 (Restaurants and Cafes) and A4 (Drinking Establishments) are classified as leisure within the NPPF definition of main town centre uses and therefore this policy does not apply to these uses. It is important to distinguish between these use classes as it affects the application of the sequential test, as set out in the NPPF.
- 9.145 Policy DM23 applies to proposals which give rise to more than 200 sq.m net floorspace, either from a single unit or the aggregation of units within the proposed development.
- 9.146 The Retail and Commercial Leisure Study 2010, indicates that there is no need or justification for further major out-of-town retailing in Ipswich.
- 9.147 The sequential approach to the consideration of retail proposals will be applied as follows:
- firstly, to consider whether there are sites available in the Primary Shopping Area, comprising Primary and Secondary Shopping Frontages, and in the District and Local Centres only where the scale of the proposed development is appropriate to the catchment areas the centres serve;
 - secondly, to consider sites in edge of centre locations as defined in the NPPF; and
 - thirdly, to consider sites in out of centre locations.

POLICY DM24: Affordable Housing

Affordable housing provision will be required in accordance with policy CS12.

The presumption will be in favour of on-site provision rather than the payment of commuted sums in lieu of provision.

The Council will require that the affordable housing:

- a. is designed and built to at least the same standard as the market housing, including the appropriate level of the Code for Sustainable Homes at the time;**
- b. is integrated into developments and from external appearance should be indistinguishable from the market housing;**
- c. should not generally be grouped in clusters of more than 12-15 dwellings; and**
- d. has car parking provided at the same ratio as for the development as a whole.**

The most appropriate type, size and mix, for each development will be guided by the Council's Affordable Housing Position Statement and the particular characteristics of the site.

- 9.148 The type and mix of affordable dwellings required across the Borough will be as set out in policy CS12 and the most up-to-date Affordable Housing Position Statement. The requirement to avoid clusters of more than 12 to 15 affordable units is a general guide, with the main objective to achieve developments in which the affordable dwellings are truly integrated into the overall scheme. However, this can be exceeded where there is a demonstrable need for management purposes or where a scheme delivering over-and-above the policy requirement set within policy CS12 is proposed.

POLICY DM25: Protection of Employment Land

The Employment Areas are defined on the policies map and the IP-One Area inset policies map and listed below:

- 1 Ipswich Business Park, north of Whitton Lane;
- 2 White House Industrial Estate, White House Road;
- 3 Knightsdale Road / Wharfedale Road;
- 4 Boss Hall Industrial Estate;
- 5 Hadleigh Road Industrial Estate, including Elton Park;
- 6 Land south of London Road / east of Scrivener Drive;
- 7 Civic Drive / Princes Street / Russell Road / Portman Road;
- 8 Felaw maltings / IP-City Centre;
- 9 Riverside Industrial Park and the West Bank area;
- 10 Cavendish Street;
- 11 Holywells Close and Holywells Road;
- 12 Cliff Quay/Sandy Hill Lane / Greenwich Business Park / Landseer Road area;
- 13 Wright Road / Cobham Road;
- 14 The Drift / Leslie Road / Nacton Road;
- 15 Ransomes Europark; and
- 16 Airport Farm Kennels, south of Ravenswood.

Sites and premises used and/or allocated for employment uses in Use Classes B1 Business, B2 General Industry or B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended) and defined Employment Areas will be safeguarded for employment uses. Permission for the conversion, change of use or redevelopment of such sites or premises to non- Class B1, B2 and B8 uses (except non-ancillary retail) will only be permitted where:

- a. there is no reasonable prospect of the site being re-used for employment purposes over the plan period; and
- b. the proposed use is compatible with the surrounding uses; and
- c. it can be demonstrated to the Council's satisfaction that the alternative uses are employment-generating uses appropriate to the location with no reasonable prospect of locating elsewhere within the Borough; or
- d. it can be demonstrated to the Council's satisfaction that the proposed use is ancillary to and supports existing employment uses; or
- e. the site has been allocated for an alternative use in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

Outside the defined Employment Areas, change of use from B1, B2 or B8 to other uses may also be permissible if there is no reasonable prospect of the site being re-used for employment purposes over the plan period.

- 9.149 The established Employment Areas across the Borough represent very significant clusters of employers providing jobs and, therefore, need to be safeguarded. The jobs growth target set out in policy CS13 means that protecting against the loss of employment areas is important. The list in this policy contains the town's main existing and proposed employment areas.
- 9.150 Existing employment areas have been reviewed and boundaries amended where appropriate. Several employment areas formerly identified through the 1997 Local Plan have been deleted, because the

uses have changed, e.g. former area 'T' Celestion/Bull Motors Foxhall Road, or the Ipswich Local Plan sets out a strategy involving alternative uses e.g. Felixstowe Road employment area where housing and community uses are preferred.

- 9.151 New employment areas have been designated at Ipswich Business Park north of Whitton Lane (area 1 above) and Airport Farm Kennels south of Ravenswood (area 16 above). These reflect proposed employment land allocations set out in policy SP5 of the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document, which are needed to provide an adequate employment land supply in terms of quantity and quality.
- 9.152 The distribution of employment areas across the Borough means that they are accessible to all the main residential neighbourhoods, providing the possibility of job opportunities close to where people live. Protecting the employment areas for employment uses also retains choice of locations across the Borough for businesses to locate in. As consolidated employment areas, operational requirements such as 24 hour working or heavy goods access are also more likely to be capable of being met without adversely affecting the amenity of residential areas.
- 9.153 Ipswich Port plays a significant role in the Ipswich economy, handling over 3 million tonnes of cargo a year. The extended West Bank handles primarily unitised cargo whereas the East Bank caters for bulk cargoes. Ports have been identified by the New Anglia Local Enterprise Partnership as one of the key sectors which will drive the growth of the region in coming years. The Suffolk Growth Strategy 2013 also identifies that UK container traffic is likely to grow steadily over the next 15 years, as will opportunities arising through diversifying bulk-breaking and post-processing capabilities.
- 9.154 Within Ipswich Port a number of consents exist under the Planning (Hazardous Substances) Act 1990 and the Dangerous Substances in Harbour Areas Regulations 1987. These consents and licences permit the handling and storage of hazardous substances. This will need to be taken into account in any development planned in the vicinity of these areas.
- 9.155 References to employment uses in this policy and reasoned justification refer only to B class uses unless otherwise specified, and exclude retail uses.
- 9.156 The loss of employment land, whether in existing employment use or allocated for employment, could affect the Council's ability to achieve its employment objectives and job targets. Land and buildings in employment use may also come under pressure from other forms of development that tend to have higher values such as retail, leisure and housing. As a general principle therefore, such land needs to be protected. Retail uses will not be permitted other than as small scale retailing ancillary to the main/B class use. To demonstrate no reasonable prospect of re-use for employment purposes (B1, B2 or B8), applicants will be required to produce evidence that the site has been marketed actively for a continuous period of at least six months from the date of the first advertisement for business (B1) general industrial (B2) or storage and distribution (B8) uses as appropriate to the site.
- 9.157 Ancillary uses are defined in terms of size of floorspace and there being a functional relationship with the main B class use. Ancillary retailing should be less than 10% of the floorspace or 200 sq. m net, whichever is the smaller.
- 9.158 The Council recognises the importance of retaining existing employment uses and allowing for their growth and development where this can be accomplished without giving rise to serious environmental problems or unacceptable increases in traffic. Where employment uses are no longer appropriate to their surroundings or cannot reasonably expand further on their existing sites they will be encouraged to relocate within Employment Areas.
- 9.159 Development within Employment Areas will need to comply with the requirements of policies DM31 The Natural Environment and DM33 Green Corridors where appropriate.

AMENITY

POLICY DM26: Protection of Amenity

Planning permission for any development (including change of use) will not be permitted where it would likely cause material nuisance to the proposed, existing and / or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

Development which could itself be significantly adversely affected by the conduct of established or potentially noisy or polluting uses nearby will not be permitted.

Exceptions will only be made where satisfactory mitigation measures can be secured through the use of planning conditions or Section 106 Agreements.

- 9.160 The policy is intended to ensure that the quality of life of people close to a new development, or occupying a new development, is considered and protected. Amenity is taken to mean those general aspects of the home or workplace environment that define the quality of conditions enjoyed by people in their home or workplace. These are normally taken to include such things as privacy, safety and security, access to reasonable levels of daylight and sunlight, and absence of air and noise pollution. Amenity considerations can also include litter and disturbance from general levels of activity, for example in relation to hot food takeaways.
- 9.161 Amenity will vary between different areas, but this policy seeks to ensure that developments do not unduly alter an area such that existing levels of amenity are significantly harmed.
- 9.162 New developments that could produce harmful effects, such as air, water, noise, vibration or light pollution, will therefore be directed to locations where they would minimise the harm to the environment or amenity of neighbouring uses.
- 9.163 Equally important is to ensure that proposals for new development that would itself be sensitive to the harmful effects of air, noise, vibration or light pollution, such as hospitals, are not located where there are or could be such problems. In locations where hazardous substances consents exits, of which there is a particular concentration around Ipswich Port, consideration should be given to these in relation to any development proposal within the vicinity.
- 9.164 All major construction sites will be required to provide a Construction Management Programme designed to limit adverse impacts on neighbours. On larger sites it will be necessary for the developer to submit baseline studies so that future vibration/subsidence problems can be validated.
- 9.165 Where appropriate, planning conditions may be imposed or planning obligations sought for the control of noise or air pollution.
- 9.166 Applicants who wish to develop suspected contaminated land will be required to undertake a thorough investigation of the site and determine any risks. Relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site.

POLICY DM27: Non-residential Uses in Residential Areas

Non-residential uses in residential areas will be permitted where the proposed development:

- a. would not involve the loss of a dwelling unless the use provides a necessary community facility or would have significant benefits to the local economy;**
- b. is compatible with the size and scale of housing in the surrounding area and would not have a harmful effect on residential amenity through traffic generation or general activity as a result of excessive numbers of people calling at the premises throughout the day and night; and**
- c. can be satisfactorily accessed and serviced.**

9.167 Some small businesses can operate in residential areas without harming residential amenity. Indeed, such uses can contribute to creating more mixed-use neighbourhoods enabling people to live closer to their workplace. The Council recognises the importance of home working and is likely to support proposals for it. Thus, subject to the criteria above and amenity considerations set out elsewhere, such uses will be permitted. The significance of benefits to the local economy will be assessed on its merits, taking into account the number of dwellings lost and the number of jobs created or supported.

**POLICY DM28:
Protection of Open Spaces,
Sport and Recreation Facilities**

Development involving the loss of open space, sports or recreation facilities will only be permitted if:

- a. **the site or facility is surplus in terms of all the functions an open space can perform, and is of low value and poor quality, as shown by the Ipswich Open Space, Sport and Recreation Facilities Study 2009 and subsequent update as a result of the Council's Open Space and Biodiversity policy; or**
- b. **alternative and improved provision would be made in a location well related to the users of the existing facility; or**
- c. **the development is for alternative sports and recreation provision, the need for which clearly outweighs the loss.**

9.168 Open spaces and sports and recreation facilities are essential to the quality of life of Ipswich people and the quality of the town's environment. They can deliver social, economic and environmental values – public health and well-being, health and fitness, air quality, water flood management, help tackle climate change, regeneration, the image of the town, ecology nature and biodiversity, green transport and community cohesion, for example.

9.169 The Council will therefore protect them from development unless the particular circumstances set out in the policy apply. This accords with the National Planning Policy Framework (NPPF), which states that existing sites and facilities should not be built on unless an up to date assessment has clearly shown them to be surplus to requirements.

9.170 The Council has carried out an open space, sport and recreation facility audit and needs assessment, as required by the NPPF. This identifies the typology of open spaces, sport and recreation facilities, assesses the quantity and quality of provision in Ipswich and sets out standards for the quantity, quality and accessibility of provision. The typology, together with the quantity and accessibility standards, is reproduced in Appendix 6. Quality standards can be found in the Ipswich Open Space, Sport and Recreation Facilities Study 2009 and subsequent update as a result of the Council's Open Space and Biodiversity policy. The need for formal sports provision is identified through the 2009 Open Space, Sport and Recreation Study, and is currently being updated by the production of the Indoor Sports Facility Strategy and the Playing Pitch Strategy. This will inform consideration of whether a facility is surplus and where/what alternative provision may be appropriate.

9.171 The Study examines provision by type in each of the Area Committee areas of Ipswich. Although provision in Ipswich is generally good, there are existing deficits in some areas.

POLICY DM29: Provision of New Open Spaces, Sport and Recreation Facilities

All residential developments, and non-residential developments of 1,000 sq. m floorspace or more, will be required to provide and/or contribute to public open spaces and sport and recreation facilities, to meet the needs of their occupiers.

Further provision or contribution will be sought according to the size of the proposed development and the quantity and quality of existing open spaces and sports and recreation facilities within the catchment area of the site, as identified by the Ipswich Open Space, Sport and Recreation Study 2009 and subsequent update. Provision will be made in accordance with the standards set out in Appendix 6, which include provision for children's play areas and for young people.

In all major developments (10 dwellings or 1,000 sq. m non-residential development or more), at least 10% of the site area, or 15% in high density developments, should consist of on-site green space (useable by the public in relation to residential schemes), which will contribute to meeting the overall requirement.

One-for-one replacement dwellings will be exempt from the requirements of the policy, because they are likely to have a minimal impact on demand for facilities. In addition, only certain types of public open space will be required for elderly persons' accommodation and nursing homes.

The requirement will apply to all schemes, unless it can be demonstrated that this would lead to the scheme being unviable and/or site-specific matters so justify. In such cases, a reduced level of provision will be negotiated with the applicant.

- 9.172 The Council's approach is to require new developments to meet their needs for public open spaces and sport and recreation facilities. Where the various types of facility are known to be in quantitative deficit in the area around the development site or do not meet the accessibility standard, additional provision will be needed.
- 9.173 If new provision is needed, the decision as to whether it should be on- or off-site will depend on whether the total amount of each type needed as a result of the development is above the minimum acceptable size identified in the Public Open Space SPD. If it is, provision should be on-site. Only if additional provision is not feasible will the enhancement of existing facilities through contributions be considered.
- 9.174 If there is a surplus of open space within the catchment of the site, additional provision will not be required but contributions may be required to enhance existing facilities. The Public Open Space is being prepared to provide details on how open space requirements will be calculated in connection with new developments. Reference should also be made to the Ipswich Open Space and Biodiversity Policy adopted in 2013, or subsequent updates.
- 9.175 However, notwithstanding the above, in all major developments of 10 or more dwellings or 1,000 sq. m or more non-residential floorspace the requirement is for a minimum of 10% of the site to consist of public green space or soft landscaping and tree planting, to enhance the appearance and biodiversity value of the development, and contribute to sustainable drainage and air quality. In high density developments (defined in policy DM30) this will be 15%, to compensate for the fact that private amenity space tends to be more limited and to provide an attractive setting for the buildings. This will count towards provision needed to meet the open space standards for residential development. Where possible, this provision should include wildlife habitat designed and located so as to create a network or corridor with existing green infrastructure – green corridors and/or ecological networks, where such networks exist beyond the site boundaries. All planting proposals should be accompanied by an appropriate management plan. However, within IP-One, the provision of public civic spaces may also be considered where this makes a positive contribution to the townscape.

- 9.176 Not all types of residential development will create the same demand for public open spaces and sports and recreation facilities. Replacement dwellings and extensions or annexes are therefore exempt from the policy. Nursing homes and elderly persons' accommodation are not exempt, but will only be required to provide certain types of public open space and not sports facilities. This is separate from any requirement for private garden space.
- 9.177 The need for formal sports provision is identified through the 2009 Open Space, Sport and Recreation Study, and is currently being updated by the production of the Indoor Sports Facility Strategy and the Playing Pitch Strategy.

THE DENSITY OF RESIDENTIAL DEVELOPMENT

POLICY DM30: The Density of Residential Development

The density of new housing development in Ipswich will be as follows:

- a. **within the town centre, Ipswich Village and Waterfront, development will be expected to achieve a high density of at least 90 dwellings per hectare (dph);**
- b. **within the remainder of IP-One, District Centres and an 800m area around District Centres, development will be expected to achieve a medium density of at least 40 dph (the average will be taken as 45 dph); and**
- c. **elsewhere in Ipswich, low-density development will be required (the average will be taken as 35 dph).**

Exceptions to this approach will only be considered where:

- d. **the site location, characteristics, constraints or sustainable design justify a different approach; or**
- e. **a different approach is demonstrated to better meet all housing needs in the area.**

9.178 Between 2001 and 2014 the main housing supply in Ipswich has been flats and as a result actual densities achieved in residential schemes in Ipswich have been high. Densities are reported in the Council's annual Authority Monitoring Report.

9.179 However, the density figures in the policy (especially the high density figure) have been revised downwards since 2007 to take account of the following factors:

- The economic downturn has shown that in a weaker market flats are less likely to be built, because demand for flats drops away most dramatically of all dwelling types;
- The SHMA indicates a surplus of flats at the moment therefore the balance of housing delivery needs to swing towards houses until the market recovers, and houses cannot achieve the same densities;
- Sustainable design such as designing for passive solar gain, which will be essential to meeting the Borough's carbon reduction obligations, can impact on the layouts and configurations that may be achievable;
- Sustainable drainage requires more space in some areas of town and impacts on achievable site density;
- Flats will still be needed, but they may need to be bigger to attract older households away from family houses, and in some cases to cater for families also; and
- The mix policy for larger sites (policy CS8) means that 100% flatted development on most major scheme sites will not be acceptable.

9.180 In the vicinity of the Waterfront and Civic Drive in central Ipswich, the Council will expect high density developments to exceed the minimum set out in the policy, because this is the area where tall buildings may be appropriate as identified through policy DM6. This also more closely reflects site capacities achieved through recent planning permissions.

- 9.181 In order to ensure that dwellings, and especially flats, provide versatile and attractive living space that appeals to a wide audience and is therefore more sustainable in changing market conditions, the Council will encourage developers to exceed minimum floorspace areas used by the former English Partnerships in its own developments (Quality Standards 2007) (gross internal floor area).
- 9.182 These are as follows;
- at least 51 sq m for a 1 bed/2 person dwelling
 - at least 66 sq m for a 2 bed/3 person dwelling
 - at least 77 sq m for a 2 bed/4 person dwelling
 - at least 93 sq m for a 3 bed/5 person dwelling and
 - at least 106 sq m for a 4 bed/6 person dwelling.
- 9.183 The Government, through the Housing Standards Review, is currently proposing a set of national space standards. In relation to the standards set out above these would generally require larger floor areas where two storey 1 or 2 bed dwellings are proposed and where three storey 3 or 4 bed dwellings are proposed and could become a requirement through the adoption of planning policy to that effect.
- 9.184 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that land is used efficiently by achieving higher densities in the most sustainable locations. The exceptions in the above policy allow a degree of flexibility in controlled conditions, such as for example to protect heritage assets. The densities set out in the policy are minimum requirements. The averages referred to will be used to calculate site capacities.

POLICY DM31: The Natural Environment

All development is expected to incorporate measures to enhance conditions for biodiversity within and around the development.

Proposals which would lead to an adverse effect on the integrity of a European protected site, either alone or in combination with other proposals, will not be permitted unless imperative reasons of over-riding public interest exist in line with the provisions of the European Habitats Directive.

Sites of Special Scientific Interest will be protected from development, which directly or indirectly would have an adverse effect on their natural value. An exception would only be made where proposed development:

- a. could not be located on an alternative site that would cause less harm,
- b. would deliver benefits that clearly outweigh the impacts on the site's special interest and on the national network of such sites, and
- c. would compensate for the loss of natural capital.

The Council will seek to conserve and enhance the nature conservation and geodiversity interest of County Wildlife Sites, Local Wildlife Sites, RIGS and County Geodiversity Sites identified on the policies map, and Suffolk Biodiversity Action Plan species and habitats, by controlling the type and intensity of development. Proposals which would result in significant harm or net loss to biodiversity, having appropriate regard to the 'mitigation hierarchy', will not normally be permitted.

The Council will seek to establish and enhance an ecological network across the Borough as identified on Plan 5. The designated sites referred to within the paragraphs above are rank 1 and 2 core areas. Within the remaining core areas of the ecological network and the corridors which link them, development proposals will be required to have regard to existing habitat features and the wildlife corridor function, through their design and layout, and achieve net biodiversity gains commensurate with the scale of the proposal, through measures such as retaining existing habitat features, habitat restoration or re-creation and comprehensive landscaping, which is appropriate to local wildlife. Development which would fragment the corridor function will not be permitted unless there is adequate mitigation.

Within the buffer zones around core areas and corridors, development will be encouraged to enhance the ecological network where possible, through measures such as wildlife beneficial landscaping.

Development proposals should particularly seek to protect and enhance Suffolk Biodiversity Action Plan species and habitats present or potentially present within the Borough.

Planning permission will be refused for development which would result in the loss or deterioration of ancient woodlands or veteran trees unless the need for, and benefits of, the development clearly outweigh the loss.

Where appropriate, new tree planting will be encouraged within landscaping schemes to increase the Borough's tree canopy cover. Soft landscaping shall include plants which encourage biodiversity, such as nectar rich plants.

- 9.185 The Government's stated aim in the NPPF (paragraphs 109 and 114) is to halt the overall decline in biodiversity. The planning system is required to minimise impacts on biodiversity and provide net gains where possible, through measures including establishing, protecting and enhancing ecological networks.

- 9.186 The NPPF promotes the identification of local ecological networks to include the hierarchy of internationally, nationally and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them.
- 9.187 European sites include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These sites are protected under the Habitats Directive (92/43/EEC). The Stour and Orwell Estuaries SPA and Ramsar site lies partly within Ipswich Borough. Listed or proposed Ramsar sites, potential SPAs and possible SACs and sites required in relation to compensatory measures for adverse effects on European sites are afforded the same level of protection as SACs and SPAs through the NPPF. The Conservation of Habitats and Species Regulations 2010 (as amended) set out requirements in relation to assessing projects that could potentially affect a European site. Where a significant effect on a European site cannot be ruled out proposals will need to be accompanied by an Appropriate Assessment. The assessment should be carried out in accordance with the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended). Where the assessment concludes negative effects on a site's integrity permission should only be granted where there are no alternative solutions and where the project must proceed due to imperative reasons of over-riding public interest. The source-pathway-receptor model will be used to assess the effects of proposed development on European sites.
- 9.188 The Stour and Orwell Estuaries are a Site of Special Scientific Interest (SSSI) as well as a Special Protection Area and Ramsar site. Bixley Heath and Stoke Tunnel Cutting SSSIs are nationally important heathland and geological sites respectively. In addition, there are 19 County Wildlife Sites and 9 Local Nature Reserves that are wholly or partly inside the Borough boundary.
- 9.189 The mitigation hierarchy requires consideration firstly to be given to avoiding any harm to biodiversity. Where harm cannot be avoided consideration should be given to mitigating any effects and, finally, if sufficient mitigation cannot be achieved compensation measures should be undertaken. Net loss will be considered in terms of population size or loss of extent of BAP habitat or other feature for which the site was designated. In some instances it will be necessary to relocate species to an alternative location. Where this is the case the receptor location will need to be suitable for the type and number of species to be relocated and monitoring will need to ensure that the receptor location remains suitable.
- 9.190 An ecological network is defined as a collection of high quality and biodiverse habitats linked by ecological connections between them that enable species to move. The connections may be continuous corridors or stepping stones. Enabling species to move between sites makes them more resilient to change and improves their long term viability in the face of challenges such as climate change.
- 9.191 The aim of this policy is not to stifle development, but rather to protect designated wildlife sites and protect, enhance or restore where possible links between them, for example through site design and layout. The links may consist of roadside verges, railway lines or even areas covered by private gardens. Planning control does not extend to the management of such spaces, but there is advice available, for example on how to improve the attractiveness of gardens to wildlife and the Council's Parks and Open Spaces Team provide activities which support and encourage this. The policy reflects national strategic priorities in the Natural Environment White Paper 'The Natural Choice' (June 2011) and the NPPF, and local strategic priorities in terms of developing ecological networks. Reference should be made to the information and recommendations of the Wildlife Audit in relation to any proposals on, or that may affect, sites identified within it.
- 9.192 The Ipswich ecological network consists of:
- core areas of high ecological value, which form the heart of the network – these are primarily the internationally, nationally, and sub-regionally designated biodiversity sites (ranked 1 – 2 in the Ipswich Wildlife Audit). Internationally designated biodiversity sites are protected by statute. Core areas also include sites ranked 3 - 4 through the Ipswich Wildlife Audit, some of which are also allocated for development. This is not considered incompatible with their ecological network role, as careful design and layout can retain or enhance appropriate elements of habitat. Core areas 5

and 6 currently have low or no nature value but future development may provide an opportunity to provide enhancements for biodiversity and the ecological network as a whole;

- core area buffer zones, which surround core areas and stepping stones, to protect them from adverse impacts - these vary in width from 400m around international and national sites to 100m around Biodiversity Action Plan habitats and non-designated sites. Whilst buffers around designated sites are useful to minimise direct impacts, other longer distance impacts, such as recreational disturbance, may require additional mitigation in the case of European sites and the source-pathway-receptor approach is a general model that can be applied to any potential effect to identify impact;
- corridors and stepping stones, which improve connectivity between core areas enabling species to move, feed, disperse, migrate or reproduce; and
- corridor buffer zones, many of which cover existing built up areas, where encouragement will be given to enhancing the corridor function where possible.

- 9.193 Ecological networks do not respect administrative boundaries and, therefore, the Council will work with partners in the Ipswich Policy Area to ensure that networks connect across and around district and borough boundaries.
- 9.194 Although the identified ecological network and buffer areas will be the priority for enhancement, the 'white' areas on Plan 5 are also important for wildlife. This is particularly the case for more mobile animals such as birds and flying insects. Here measures such as wildlife gardening, verge and green space management and planting street trees could greatly enhance its value to wildlife and help to extend the network identified on the map and will be encouraged where possible.
- 9.195 Local Geological Sites, known within Ipswich Borough as Regionally Important Geological and Geomorphological Sites (RIGS) and County Geodiversity Sites are designated on the basis of locally developed criteria. They are the most important sites for geology or geomorphology outside statutorily protected sites such as SSSIs.
- 9.196 Ancient woodland is an area that has been continuously wooded since at least 1600 AD and, as such, it is an irreplaceable natural resource, which once lost cannot be recreated. Ipswich has one area of ancient woodland at Brazier's Wood near Ravenswood. The finite nature of this natural resource merits its strong protection. Veteran trees are addressed through Core Strategy policy DM10.
- 9.197 The Council's Open Space and Biodiversity Policy includes a corporate target to increase canopy cover across the Borough. Landscaping schemes associated with new developments provide an opportunity to increase the Borough's canopy cover, including through the provision of street trees. The trees chosen will conform to the Tree Management Policy, specifically following a 'right place, right tree' approach and the planting of species appropriate to the local area. Landscaping also provides an important opportunity to include other plants which support biodiversity, particularly nectar rich plants.

POLICY DM32: Protection and Provision of Community Facilities

The Council will work with partners to ensure that a range of local community facilities is made available and retained to meet local needs. Where possible and appropriate, opportunities will be taken to provide shared space for the delivery of community services.

The redevelopment or change of use of community facilities to non-community uses will only be permitted where the applicant can demonstrate to the Council's satisfaction that the facility is genuinely redundant and surplus to current and future requirements, or where appropriate alternative provision is proposed or available within a reasonable distance.

Having regard to public houses, a marketing strategy for the public house must be agreed with the Local Planning Authority prior to its implementation and the agreed strategy implemented for a minimum period of 12 months prior to applying for planning permission for change of use or redevelopment. Any such application must be accompanied by an independent appraisal of the economic viability of the facility in its current use. The independent assessor should be appointed by the Council in agreement with the applicant, and the assessment carried at the applicant's expense.

- 9.198 The provision of community facilities is important to enable communities to function sustainably. Local community facilities include: doctor and dentist surgeries, health centres, chemists, places of worship, meeting halls, public houses, post offices, education facilities and police facilities. Community uses are different to Town Centre Uses in this respect (see policy CS14). An application for a new community facility that is not owned by the organisation intending to use it should be accompanied by a management plan for the facilities.
- 9.199 Policy CS17 identifies the need for community facilities to support planned growth in the Borough. Strategic needs are also identified in Chapter 10 of this document. In some instances a Community Management Plan may be required where there is a need for enhanced provision of community facilities or to promote opportunities for community engagement.
- 9.200 Shared community spaces could bring together the delivery of services such as schooling, local policing and safer neighbourhood teams, and health services. This approach would require the agreement of all the service providers.
- 9.201 Open spaces and play provision are dealt with in a separate policy.

POLICY DM33: Green Corridors

9.202 Policy CS16 promotes the concept of the continuation and extension of the Green Corridor approach that was set out within the 1997 Ipswich Local Plan. Green corridors can perform many functions: they may provide recreation areas or walking or cycling routes for people, contribute to the public realm and setting of parts of the town, or provide vital connections between habitats for use by wildlife. Individual green corridors will not necessarily perform all three of these functions. Wildlife corridors are addressed through policy DM31 but green corridors primarily used by people for recreation, amenity or transport are addressed below.

The Council will seek to establish and enhance green corridors within the Borough and linking to adjacent open spaces and walking, cycling or riding routes.

Green corridors are identified broadly on Plan 6 in the following locations:

- a. **Between Bramford Lane Allotments and Whitton Sports Centre playing fields and grounds, Whitton Church Lane and adjoining countryside;**
- b. **Between Christchurch Park, the Dales, playing fields north of Whitton Church Lane and adjacent countryside;**
- c. **Between Christchurch Park, the Fonnereau Way, green infrastructure within the Ipswich Garden Suburb development area and open countryside beyond;**
- d. **Between the Cemetery, Playing Fields at Tuddenham Road and adjacent countryside;**
- e. **Between Woodbridge Road and Bixley Heath via St Clement's Hospital grounds;**
- f. **Between Alexandra Park and Orwell Country Park and surrounding countryside via Holywells Park, Landseer Park and Pipers Vale;**
- g. **Between the Gipping Valley path near Station Bridge and Belstead Brook Park and adjacent countryside via Bourne Park;**
- h. **Between Gippeswyk Park, Belstead Brook Park and adjoining countryside;**
- i. **Between Gippeswyk Park, Chantry Park and adjacent countryside;**
- j. **Between the Wet Dock and Sproughton Millennium Green and adjacent countryside along the river corridor; and**
- k. **A green rim around the periphery of the town.**

The River Orwell is also identified along its navigable length within the Borough.

Within the defined green corridors, development will only be permitted where it would maintain, and where possible enhance, the corridor's amenity, recreational and green transport functions. The Council will seek to establish attractive green links and to provide for public access wherever safe and practicable.

Development proposals which relate closely to river banks will be required to provide for the improvement of public pedestrian and cycle paths along the site boundary relating to the river where appropriate and should enhance its appearance.

Opportunities will be sought to link existing green corridors into a more continuous network through the layout of new development, the provision of new open spaces or public realm improvement.

9.203 This policy adds detail to the strategic approach set out in policy CS16, by broadly identifying green corridors (including the 'blue corridor' of the river valley) and ensuring that any development permitted within them under other policies of this plan would not compromise the corridor function.

- 9.204 The Council's Open Space Study 2009¹³ describes green corridors as linear features mostly open in character e.g. footpaths, riverside paths and bridleways, which act as wildlife corridors and attractive, safe, off-road links between residential areas or open spaces or other destinations. Their value is increased if they link up to form a network and, for Ipswich, they may also link to the open countryside in neighbouring authority areas. They help to create urban environments that are attractive, clean and safe.
- 9.205 Ipswich benefits from an important and continuous green corridor in the form of the river path which follows the river from the Waterfront westwards through to Sproughton. Enhancing the river path is a key aim of the Ipswich River Strategy. The Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document proposes pedestrian and cycle bridges across the river to link up communities and facilities north and south of the river in the vicinity of Elton park, and east of Stoke Bridge.
- 9.206 On the periphery of the Borough there are other important areas of natural and semi-natural green space which provide corridor functions, for example Belstead Brook, Orwell County Park and Rushmere Heath.
- 9.207 The Haven Gateway Green Infrastructure Strategy¹⁴ recognised their value but also identified gaps, particularly to the north and east of Ipswich. Thus the Core Strategy, through policy CS16, seeks to link radial green corridors with a publicly accessible 'green rim' around Ipswich. The Council will take opportunities through development, such as at the Ipswich Garden Suburb, which is addressed through policy CS10, to provide links in the green rim where currently there are gaps. Where the green rim traverses development sites, the Council will work with developers and other stakeholders to agree a route.
- 9.208 Some of the green rim will fall outside the Borough where the boundary is very tightly drawn. Where this is the case, the Council will work with neighbouring local authorities to address the provision of green infrastructure later in the plan period. This will seek to address gaps and provide links into the strategic walking and cycling route network, for example:
- eastwards to the coast via the Sandlings Walk
 - south-eastwards via the Stour and Orwell Walk
 - southwards via Belstead Brook Park to Alton Water
 - northwards via the Fonnereau Way to the Fynn Valley.
- 9.209 The Council will work to develop a more detailed map of the green corridors based on recreational open spaces and existing rights of way and permissive routes. Plan 6 illustrates the broad location of the corridors.

¹³ *Open Space, Sport and Recreation Facilities Study 2009, PMP*

¹⁴ *Haven Gateway Green Infrastructure Strategy, April 2008 The Landscape Partnership*

POLICY DM34: Countryside

Within the countryside defined on the policies map, major development will only be permitted provided it respects the character of the countryside and it:

- a. is necessary to support a sustainable rural business including tourism, or**
- b. is a recreational use of land which retains its open character.**

In the case of the AONB, major development will only be permitted in exceptional circumstances in accordance with NPPF paragraph 116.

Proposals for development in the countryside should:

- a. Maintain the separation between Ipswich and surrounding settlements;**
- b. Conserve the landscape and scenic beauty of the AONB;**
- c. Avoid the loss of best and most versatile agricultural land where possible;**
- d. Avoid isolated locations;**
- e. Contribute to the green rim and other strategic walking and cycling routes and wildlife corridors where appropriate; and**
- f. In the case of new housing, be a dwelling required for the efficient operation of an existing rural enterprise which cannot be met nearby.**

- 9.210 Ipswich is set within a high quality landscape at the convergence of three distinctive landscape character areas defined by Natural England: the South Norfolk and High Suffolk Claylands, the South Suffolk and North Essex Claylands and the Suffolk Coast and Heaths, part of which is designated as an Area of Outstanding Natural Beauty. Suffolk County Council has also developed a finer grain landscape character assessment. The Borough boundary includes small amounts of countryside to the north-west, north-east and south-east of the urban area.
- 9.211 One of the principles of planning set out in the National Planning Policy Framework (NPPF) is that it should recognise the intrinsic character and beauty of the countryside. Together with peripheral designated open spaces, the countryside around the Ipswich urban area provides an attractive setting for the town and links into its ecological and green corridor networks. The creation of sporadic and isolated development in the countryside that is not connected with the essential requirements of agriculture will be discouraged.
- 9.212 Ipswich also contains a small area of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) on the southern boundary of the Borough. The NPPF sets out the approach to considering major development applications within the AONB in paragraph 116.
- 9.213 The NPPF supports rural tourism and leisure developments which respect the character of the countryside. However, isolated homes in the countryside should be avoided unless there are special circumstances to justify them.
- 9.214 Ipswich has a tightly drawn Borough boundary so countryside at the periphery of the Borough is not physically remote from the urban area. However development which would be relatively isolated in terms of access to public transport and community facilities should be avoided.
- 9.215 Impact on the character of the Ipswich countryside will be assessed in relation to the Suffolk County Council character assessment analysis. Areas of countryside are defined on the policies map.

Part D:
Implementation,
Targets,
Monitoring
and Review

CHAPTER 10: Implementation

10.1 A key element of the Core Strategy, as well as the Local Plan in general, is the need to set out clear mechanisms and targets for delivery. This chapter focuses on the implementation component of this, with Chapter 11 focusing on actual Plan targets and Chapter 12 on monitoring and review issues.

10.2 The rest of this chapter is set out in the following sections:

- Delivery Mechanisms; and
- Major Infrastructure Proposals.

10.3 Delivery Mechanisms

10.4 The Council will work with the New Anglia Local Enterprise Partnership, Suffolk County Council, and Suffolk districts, particularly within the Ipswich Policy Area to deliver the employment and housing growth set out in this strategy. The Ipswich Policy Area Board, which comprises Councillors and Officers from the five Ipswich Policy Area authorities, was set up in 2007 to ensure the local authorities work together to deliver the vision for the Ipswich Policy Area. This Board continues to be an important delivery mechanism for the Ipswich Policy Area.

10.5 Major Infrastructure Proposals

10.6 The levels of growth proposed within this document are substantial. Linked to these growth levels are identified needs for new infrastructure.

10.7 It is important that the Core Strategy identifies the major issues and sets out how these might be brought forward. Other infrastructure issues are addressed within the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.

10.8 Table 8A identifies the major pieces of infrastructure required to support growth. In addition, support is indicated elsewhere in the plan for other pieces of infrastructure, such as a Wet Dock Crossing. However these are not prerequisites for development to take place.

TABLE 8A Major Infrastructure Proposals

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Expected Cost	Funding Sources	Completion Target
Ipswich Flood Defence Management Strategy	Continued regeneration through mixed use developments within the Flood Risk zones in IP-One	Environment Agency	£50m	Defra, Growth Point Funding	2017
Travel Ipswich	Accommodating the housing and job growth targets. General levels of growth will increase travel demand which needs to be managed	Highways Authority (+)	£21m	DfT via Local Transport Plan	2015
Need for new sites for additional Primary & Secondary school provision in the Borough - sites to be identified through Site Allocations and Policies (incorporating IP-One Area Action Plan) DPD and this Core Strategy and Policies DPD at the Ipswich Garden Suburb	The delivery of residential development across east, west and possibly north Ipswich including at the Waterfront	Education Authority (+)	£10m	LA and developer contributions	Throughout the plan period
Green infrastructure: - green 'rim' around Ipswich - country park	Delivering growth, mitigating impacts on the SPA, and enhancing the Borough's green infrastructure network	Local Enterprise Partnership / Developers	N/a	Growth Funding, Developer contributions	2021
A14 Capacity Improvements	Supports jobs growth by ensuring Ipswich remains highly accessible	Highways Agency	N/a	Highways Agency	2016

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Expected Cost	Funding Sources	Completion Target
New primary substation at Turret Lane	Development in the town centre in support of the urban renaissance strategy	UK Power Networks	N/a	UK Power Networks	2021
New sports, leisure and recreation facilities - replacement or refurbishment of swimming pool / leisure complex - possible rationalisation of sports facilities at Gainsborough Sports Centre - Ipswich Rights of Way Improvement Plan	Supporting growth, enhancing health and quality of life, and supporting greener lifestyles and green transport	IBC and private sector plus Highways Authority for Rights of Way Improvement Plan	N/a	Growth Funding	Need and delivery still under investigation
UCS Development	UCS	Various	N/a	HEFCE and others	2016
Community facilities - shared space facilities at: - the Waterfront - Chantry	Supporting growth and sustainable neighbourhoods	Various	N/a	Growth Funding	2021

10.9 Policy CS10 Ipswich Garden Suburb states that the detailed strategic and neighbourhood infrastructure requirements for the Garden Suburb development of approximately 3,500 dwellings, and the triggers for delivery of the items of infrastructure are included in Table 8B below. Table 8B sets out those requirements and triggers, starting with the strategic infrastructure requirements for the whole Ipswich Garden Suburb area and then identifying the detailed neighbourhood infrastructure for each of the three neighbourhoods in turn.

TABLE 8B Strategic and Neighbourhood Infrastructure Requirements for the Ipswich Garden Suburb (formerly Northern Fringe) (see policy CS10 Ipswich Garden Suburb)

Infrastructure theme	Infrastructure	Trigger point for delivery ¹⁵
<p>Strategic Infrastructure</p> <p>Note that dwelling numbers in this section of the table apply to the total number across the whole of the supplementary planning document (SPD) site unless otherwise stated.</p>		
Access & transport	Vehicular rail crossing.	Prior to the occupation of 300 dwellings in Henley Gate or as agreed with IBC in view of the sequencing of both Fonnereau and Henley Gate, unless this is otherwise required at an earlier point as informed by an agreed Transport Assessment for the whole development.
	Fonnereau Way cycle / pedestrian bridge across rail line.	Prior to the occupation of 300 dwellings in Henley Gate or as agreed with Ipswich Borough Council (IBC) in view of sequencing of both Fonnereau Village and Henley Gate, unless this is otherwise required at an earlier point as informed by Network Rail consultation.
	Phased delivery of bus services & bus priority measures.	Strategic phasing plan for delivery of service and bus priority measures to be agreed prior to the commencement of development.
	Improvements to strategic town centre & east-west footpaths / cycleways.	Strategic phasing plan for delivery of strategic improvements to be agreed prior to the commencement of development.
	Improvements to Westerfield Station and level crossing.	Contribution towards car & cycle parking provision (to include CCTV, lighting, landscaping and other associated infrastructure) and level-crossing upgrade (where required by Network Rail) will be secured at an appropriate stage in the development.
	Controlled cycle / pedestrian crossing on Westerfield Road.	Prior to the first building occupation in both Fonnereau and Red House Villages.
	Traffic management scheme for Westerfield village, The Crofts and other locations.	Details of and timetable for delivery of scheme to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
Education	1200 space secondary school (including sixth form facility) with site providing playing fields and recreational facilities that would be secured for use by the community.	Development will not be permitted to commence until arrangements are in place to secure the commencement of the construction of a secondary school within the SPD site in accordance with a timetable to be agreed. Phased contributions proportionate to pupil yield shall be secured throughout each stage of the development.

¹⁵ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

Infrastructure theme	Infrastructure	Trigger point for delivery¹⁶
Open space, recreation & play	Country Park with joint visitor / community centre for Henley Gate.	Phasing for tree planting and landscaping to be agreed and commenced at an early stage in the development of Henley Gate. Completion and land transfer of initial ancillary works to include visitor facility / community centre and works compound prior to the occupation of 500 dwellings in Henley Gate. Capital and maintenance contributions (or in-kind provision by the Henley Gate developer) and transfer of the remaining land will be secured at an appropriate stage in the development.
	Swimming contribution (off-site)	Contributions to be secured at an appropriate stage in the development and used to enhance and maintain existing facilities.
Community facilities	District & Local Centres including community buildings with integrated library facilities & police office (where required) alongside new health centre & reserved sites for community use.	Delivery linked to development of each neighbourhood – see entries in the Neighbourhood Infrastructure Tables which follow below.
	Funding for community development support officer(s).	Contributions to be secured on commencement of early phases of development to ensure officer(s) in post prior to first dwelling occupation.
Utilities	Any strategic improvements to electricity & gas supply.	As required.
	Any strategic improvements to water supply.	As required.
	Any strategic improvements to sewerage system.	As required.
	Any strategic infrastructure needed to deliver low carbon development.	In accordance with agreed low carbon framework to be agreed prior to the commencement of development.
	Strategic SuDS infrastructure & connections.	In accordance with agreed phasing plan prior to the commencement of development.

¹⁶ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

Infrastructure theme	Infrastructure	Trigger point for delivery ¹⁷
Neighbourhood Infrastructure – Southern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole department in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
	Improvements to Fonnereau Way (complete section linking Valley Road & railway line).	Prior to occupation of 500 dwellings.
	Pedestrian and cycle signage (monoliths).	Contributions to be secured at an appropriate stage in the development.
Education & early years	2FE (form of entry) primary school & nursery with the potential for some facilities to be shared with the community.	Serviced site (with access roads) to be transferred prior to occupation of 100 dwellings. The need and timetable for the provision of a second form of entry will be reviewed following this. Phased contributions proportionate to pupil yield shall be secured throughout each stage of the development.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped sports & play facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	District Centre supporting infrastructure (CCTV, electric charging points, recycling facility, cycle parking etc. as detailed in agreed infrastructure framework.	Prior to occupation of 500 dwellings.
	Community centre in District Centre with integrated library facilities, workspace hub and police office (where required by Suffolk Constabulary).	Temporary community centre to be provided prior to occupation of 50 dwellings. Permanent community centre with integrated facilities prior to occupation of 500 dwellings.
	Health Centre.	Serviced site within District Centre to be transferred at time to be agreed. Phased contributions for capital costs of providing health centre to be agreed.
Other items	Household waste facilities (sum).	Contributions to be secured at an appropriate stage in the development.
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.

¹⁷ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

Infrastructure theme	Infrastructure	Trigger point for delivery ¹⁸
Neighbourhood Infrastructure – Northern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
	Improvements to Fonnereau Way (complete section linking railway line and Lower Road).	Prior to occupation of 500 dwellings.
	Pedestrian and cycle signage (monoliths).	Contributions to be secured at an appropriate stage in the development.
Education & early years	2FE (forms of entry) primary school & nursery with the potential for some facilities to be shared with the community.	Serviced site (with access roads) to be transferred and 1FE primary school & nursery facility provided prior to occupation of 200 dwellings unless a revised timetable for delivery is otherwise agreed with IBC in conjunction with SCC Education department where sustainable access to another primary school & nursery with capacity is available. The need and timetable for the provision of a second form of entry will be reviewed following this. Phased contributions proportionate to pupil yield shall be secured throughout each stage of the development.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped sport & play facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	Local Centre supporting infrastructure (CCTV, electric charging points, recycling facility, cycle parking etc. as detailed in agreed infrastructure framework).	Prior to occupation of 500 dwellings.
	Community centre (may include workspace hub).	Delivery linked to provision of Country Park visitor centre.
	Reserved and serviced site for community use (up to 0.25ha).	Prior to occupation of 500 dwellings and agreed marketing strategy thereafter.
Other items	Household waste facilities (sum).	Contributions to be secured at an appropriate stage in the development.
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.

¹⁸ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

Infrastructure theme	Infrastructure	Trigger point for delivery ¹⁹
Neighbourhood Infrastructure – Eastern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
	Pedestrian & cycle signage (monoliths).	Contributions to be secured at an appropriate stage in the development.
Education & early years	2FE (forms of entry) primary school & nursery with the potential for some facilities to be shared with the community.	Serviced site (with access roads) to be transferred and 1FE primary school & nursery facility provided prior to occupation of 200 dwellings unless a revised timetable for delivery is otherwise agreed with IBC in conjunction with SCC Education department where sustainable access to another primary school & nursery with capacity is available. The need and timetable for the provision of a second form of entry will be reviewed following this. Phased contributions proportionate to pupil yield shall be secured throughout each stage of the development.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped play & sports facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	Local Centre supporting infrastructure (CCTV, electric charging points, recycling facility, cycle parking etc. as detailed in agreed infrastructure framework).	Prior to occupation of 500 dwellings.
	Reserved and serviced site for community use (up to 0.25ha).	Prior to occupation of 500 dwellings and agreed marketing strategy thereafter.
Other items	Household waste facilities (sum).	Contributions to be secured at an appropriate stage in the development.
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.

¹⁹ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

CHAPTER 11: Key Targets associated with Part B

- 11.1 The Council recognises that it is important to have a limited number of measurable targets against which the delivery of the Local Plan can be assessed.
- 11.2 Where possible the Council would prefer to monitor its Local Plan using established indicators that are already being measured, rather than new indicators it would need to create.
- 11.3 It is suggested that indicators should focus on measuring performance against the objectives set out in Chapter 6. The indicators set out below relate to the objectives in this document.
- 11.4 It is also recognised that further work is required to establish baseline data in many instances.
- 11.5 The twelve objectives of Chapter 6 are set out below along with suggested indicators and targets, or recognising where indicators and targets need to be developed.

OBJECTIVE 1:

High standards of design will be required in new development. Development must be sustainable, environmentally friendly and resilient to the effects of climate change. Standards of acceptability will be raised progressively from 2006 (Building Regulations) levels for all developments in the town in terms of design and environmental performance.

INDICATOR(S)

1. Overall / general satisfaction with local area.
2. Proportion of completed dwellings or non-residential floor space achieving CfSH or BREEAM targets (in relation to policy DM1).
3. Proportion of dwellings granted planning permission that achieve Building for Life 12.

TARGETS

At least 75% of new dwellings gaining planning permission in any year to achieve CfSH Levels as set out in policy DM1.

OBJECTIVE 2:

Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.

INDICATOR(S)

1. Per Capita CO2 emissions in the local authority area.

TARGETS

To reduce Ipswich's estimated carbon footprint by 60% from the 2004 base level (CRed) by 2025.

OBJECTIVE 3:

At least: (a) 13,550 new dwellings shall be provided to meet the needs of Ipswich within the Housing Market Area between 2011 and 2031 in a manner that addresses identified local housing needs and provides a decent home for everyone, with at least 35% at the Ipswich Garden Suburb and at least 15% in the remainder of the Borough being affordable homes; and (b) in the region of 12,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Policy Area between 2011 and 2031

INDICATOR(S)

1. Net additional homes provided.
2. Supply of ready to develop housing sites.
3. Proportion of new dwellings provided on previously developed land.
4. Number of affordable homes delivered (gross).
5. Net annual housing and employment land completions.

TARGETS

To deliver at least (a) 13,550 homes by 2031 and in the region of (b) 12,500 jobs by 2031

OBJECTIVE 4:

The development of the Borough should be focused primarily within the central Ipswich 'IP-One' area, Ipswich Garden Suburb and within and adjacent to identified district centres (these areas are identified on the key diagram).

INDICATOR(S)

1. Previously developed land that has been vacant or derelict for more than five years.
2. Density of residential development taking place in IP-One.
3. Percentage of major schemes in IP-One consisting of a mix of uses.

TARGETS

Over the plan period, 75% of major developments to take place in IP-One, District Centres or within 800m of District Centres.

OBJECTIVE 5:

Opportunities shall be provided to improve strategic facilities in Ipswich by:

- **Significantly enhancing the town centre in terms of the quantity and quality of the shops, the cultural offer and the network of public spaces;**
- **Ensuring a new strategic employment site at Futura Park continues to be developed;**
- **Extending the strategic greenspace network; and**
- **Continuing to support the development of University Campus Suffolk and Suffolk New College.**

INDICATOR(S)

1. Net additional retail floorspace developed in the Central Shopping Area and outside the Central Shopping Area.
2. Additional employment floorspace developed at Futura Park.
3. Gains in green infrastructure within the Ipswich Policy Area (ha).
4. Number of students at University Campus Suffolk and Suffolk New College.

TARGETS

To improve the retail rank of Ipswich by 2031 and complete the 'green rim'.

OBJECTIVE 6:

To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through Travel Ipswich and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; (c) improve integration, accessibility and connectivity; and (d) promote green infrastructure as alternative 'green' non-vehicular access around the town and urban greening of existing routes. Specifically:

- **Significant improvements should take place to the accessibility to and between the three key nodes of: the railway station (including the wider Ipswich Village environment), the Waterfront (and particularly the Education Quarter) and the Central Shopping Area;**
- **Additional east-west highway capacity could be provided within the plan period in the Ipswich area to meet the needs of the wider population and to provide the potential to reallocate some central road space;**
- **Comprehensive cycle routes should be provided; and**
- **Ipswich Borough Council aspires to an enhanced public transport system.**

INDICATOR(S)

1. Congestion - average journey time per mile during the morning peak.
2. Access to services and facilities by public transport, walking and cycling.
3. Children travelling to school - mode of travel usually used.

TARGETS

To link with Travel Ipswich to achieve a 15% modal switch for journeys in Ipswich by 2031.

OBJECTIVE 7:

Enhanced flood protection including a tidal surge barrier to be in place to protect the town's existing and expanding communities from the threat of tidal flooding.

INDICATOR(S)

1. Flood and Coastal Erosion Risk Management.

TARGETS

Implementation of the tidal surge barrier by 2017.

OBJECTIVE 8:

To protect and enhance high quality, accessible strategic and local open spaces rich in biodiversity and geodiversity for people to visit and use, and conserve and enhance the historic environment and landscape character of Ipswich, including historic buildings, archaeology and townscape.

INDICATOR(S)

1. Net change in extent of protected habitat.
2. Number of buildings on Buildings at Risk register.

TARGETS

No net loss of natural capital by 2031.

To increase the tree canopy cover in the Borough to 22% by 2050.

OBJECTIVE 9:

To retain and provide high quality schools, health facilities, sports and cultural facilities and other key elements of community infrastructure in locations accessible by sustainable means and in time to meet the demands put on such services from the town's growth and ageing population.

INDICATOR(S)

1. Average class size in Ipswich schools.
2. Percentage of new community facilities located in or within 800m of a centre.

TARGETS

To be developed but will meet the requirements for new provision set out within the indicators.

OBJECTIVE 10:

To tackle deprivation and inequalities across the town.

INDICATOR(S)

- 1. Unemployment rates.
- 2. Educational attainment levels.

TARGETS

To improve Ipswich's rank in the indices of multiple deprivation by 2031.

OBJECTIVE 11:

To improve air quality and create a safer, greener more cohesive town.

INDICATOR(S)

- 1. Levels of participation in community events such as the IP-Art Festival.

TARGETS

To tie in with Police targets relating to reducing crime levels by 2031.

OBJECTIVE 12:

To work with other local authorities in the Ipswich Policy Area and with community partners to ensure a co-ordinated approach to planning and development.

INDICATOR(S)

- 1. Joint working taking place through the IPA Board (or other equivalent forum).

TARGETS

To achieve effective cross boundary working on housing, strategic greenspace and employment site provision.

11.6 It is not intended to develop indicators and targets for other elements of the Core Strategy document. This is appropriate since the policies set out in Parts B and C largely relate to providing a basis for achieving the objectives.

CHAPTER 12: Monitoring and Review

- 12.1 The Local Plan annual Authority Monitoring Report will review the progress of these arrangements as well as progress on delivering the major projects and infrastructure requirements outlined in Chapter 10, and performance against the targets set out in Chapter 11. Delivery of housing and jobs within the Ipswich Policy Area will be monitored through a joint monitoring process with other relevant authorities.
- 12.2 The Local Development Scheme states that the documents will be kept under regular review following their adoption.
- 12.3 In the context of this document it is likely that its review would link to significant new evidence becoming available, and issues being identified through the annual Authority Monitoring Report.

Part E: Appendices

APPENDIX 1

A LIST OF POLICIES INCLUDED IN THIS DOCUMENT

PART B: The Strategy

Strategic Spatial Approach

- Policy CS1: Sustainable Development - Climate Change
- Policy CS2: The Location and Nature of Development
- Policy CS3: IP-One Area Action Plan
- Policy CS4: Protecting our Assets
- Policy CS5: Improving Accessibility
- Policy CS6: The Ipswich Policy Area

Live

- Policy CS7: The Amount of New Housing Required
- Policy CS8: Housing Type and Tenure
- Policy CS9: Previously Developed Land
- Policy CS10: Ipswich Garden Suburb
- Policy CS11: Gypsy and Traveller Accommodation
- Policy CS12: Affordable Housing

Work

- Policy CS13: Planning for Jobs Growth
- Policy CS14: Retail Development and Main Town Centre Uses

Learn

- Policy CS15: Education Provision

Play

- Policy CS16: Green Infrastructure, Sport and Recreation

Infrastructure

- Policy CS17: Delivering Infrastructure
- Policy CS18: Strategic Flood Defence
- Policy CS19: Provision of Health Services
- Policy CS20: Key Transport Proposals

PART C: Development Management Policies

Sustainable Development

- Policy DM1: Sustainable Design and Construction
- Policy DM2: Decentralised Renewable or Low Carbon Energy
- Policy DM3: Provision of Private Outdoor Amenity Space in New and Existing Developments

Flooding and Sustainable Drainage

- Policy DM4: Development and Flood Risk

Urban Design Policies

- Policy DM5: Design and Character
- Policy DM6: Tall Buildings

Protecting Our Assets

- Policy DM8: Heritage Assets and Conservation
- Policy DM9: Buildings of Townscape Interest
- Policy DM10: Protection of Trees and Hedgerows

Small Scale Residential Development

- Policy DM12: Extensions to Dwellings and Provision of Ancillary Buildings
- Policy DM13: Small Scale Infill and Backland Residential Development

The Subdivision of Family Dwellings

- Policy DM14: The Subdivision of Family Dwellings

Travel Demand Management

- Policy DM17: Transport and Access in New Developments

Parking

- Policy DM18: Car and Cycle Parking

Proposals in Retail Areas

- Policy DM20: The Central Shopping Area
- Policy DM21: District and Local Centres
- Policy DM22: Town Centre Uses Outside the Central Shopping Area
- Policy DM23: Retail Proposals outside Defined Centres

Affordable Housing

- Policy DM24: Affordable Housing

Employment Land

- Policy DM25: Protection of Employment Land

Amenity

- Policy DM26: Protection of Amenity
- Policy DM27: Non-residential Uses in Residential Areas

Open Spaces, Sport and Recreation Facilities

- Policy DM28: Protection of Open Spaces, Sport and Recreation Facilities
- Policy DM29: Provision of New Open Spaces, Sport and Recreation Facilities

The Density of Residential Development

- Policy DM30: The Density of Residential Development

Natural Environment

- Policy DM31: The Natural Environment

Community Facilities

Policy DM32: Protection and Provision of Community Facilities

Countryside and Access

Policy DM33: Green Corridors

Policy DM34: Countryside

The following policies from the Ipswich Core Strategy and Policies development plan document adopted December 2011 have been deleted (and material incorporated into other policies as appropriate):

DM7 Public Art

DM11 Central Ipswich Skyline

DM15 Travel Demand Management

DM16 Sustainable Transport Modes

DM19 Cycle Parking

APPENDIX 2

Saved Policies that are superseded by the Core Strategy and Policies Development Plan Document

In addition to the Core Strategy and Policies development plan document, national policy (particularly the NPPF) may also have a role in replacing policy contained in saved policies. Elements of the Saved Local Plan Policies may also be carried forward into other development plan documents.

TABLE 9

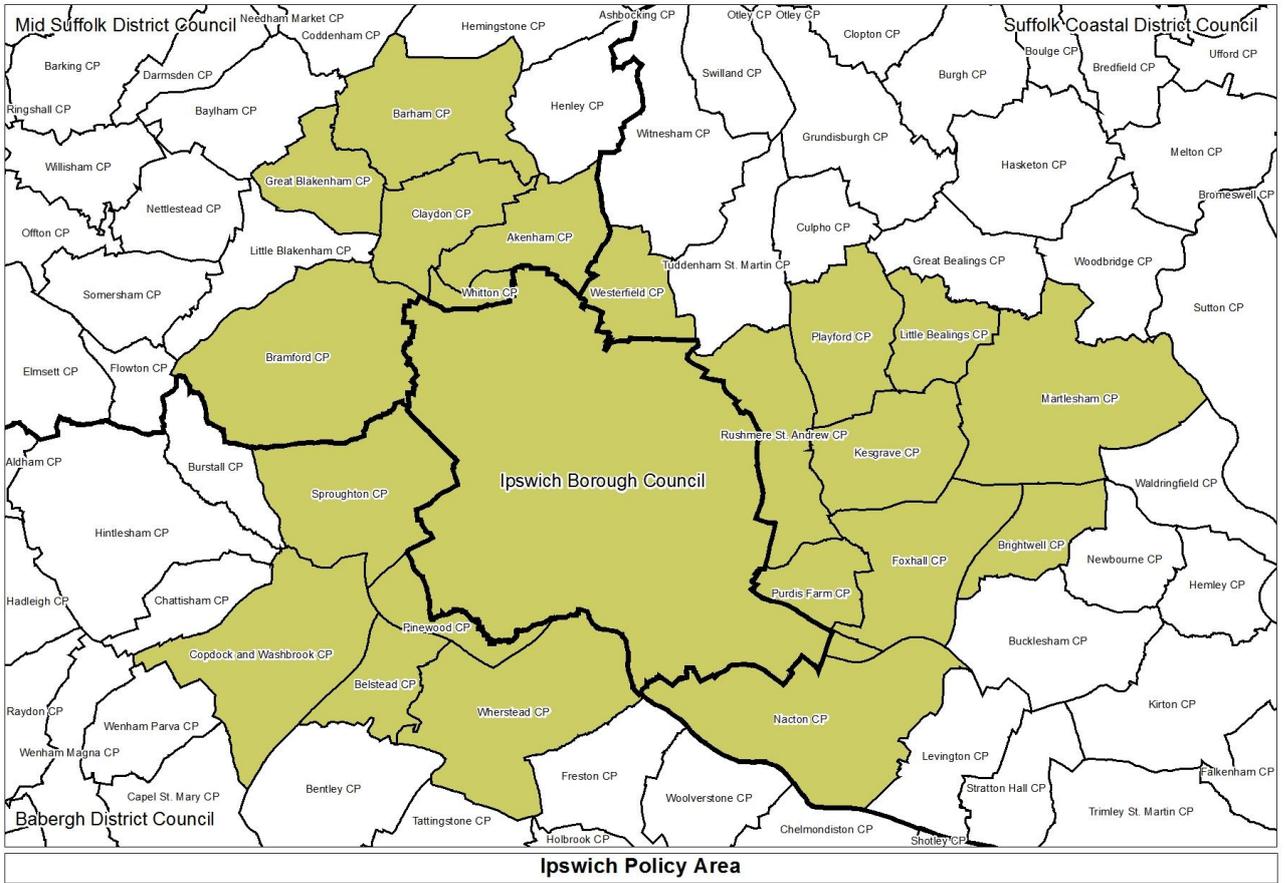
Policy	Policy subject matter	Comments
Chapter 5 The Wet Dock Area		
WD3	Site allocations in the Wet Dock area	
WD4	Links between Wet Dock and town centre	Detailed proposals if appropriate would be considered through the Site Allocations DPD but see also Core Strategy policy CS20
WD5	Site allocations in the Transition area	
WD7	Residential site allocation in Wet Dock area	
WD8	Public access to water frontages	See also Core Strategy policy CS16
WD9	Wet Dock area open space allocation	
WD10	Wet Dock area provision of open space in developments	
WD11	Wet Dock area museums, arts and entertainment uses	
WD12	Wet Dock area tourism uses	
WD13	Wet Dock area community uses	See also Core Strategy policy CS3
WD14	Wet Dock area University College Suffolk	Any further land allocations if appropriate would be considered through the Site Allocations DPD but see also Core Strategy policy CS15
WD15	Wet Dock area employment	
WD16	Transition area	
WD17	Wet Dock office uses	
WD18	Shopping in the Wet Dock area	See also Core Strategy policy DM23
WD19	Pedestrian access between the Wet Dock and the town centre	Detailed proposals if appropriate would be considered through the Site Allocations DPD but see also Core Strategy policy CS20
WD20	Car parking in the Wet Dock area	
WD21	Road Proposal in the Wet Dock area	The need for an allocation to safeguard the route will be considered through the Site Allocations DPD but see also Core Strategy policy CS20 paragraphs 8.229 to 8.231
Chapter 6 Housing		
H3	Housing allocation Nacton Road	Will be replaced if there is any land remaining through the Site Allocations DPD
H4	Residential site allocations	Will be replaced if there is any land remaining through the Site Allocations DPD

Policy	Policy subject matter	Comments
H5	Protecting residential allocations	
H6	Opportunity sites for residential use	Will be replaced if there is any land remaining through the Site Allocations DPD
Chapter 7 Recreation and Leisure		
RL8	Site allocations for public open space	The need for allocations for new open space will be considered through the Site Allocations DPD but see also Core Strategy policies CS10 and CS16
RL11	Site allocations for children's play	The need for allocations for new children's play areas will be considered through the Site Allocations DPD
RL16	Site allocations for sports pitches	The need for allocations for new open space will be considered through the Site Allocations DPD but see also Core Strategy policies CS10 and CS16
RL19	Site Allocation for Sports Park	
RL23	Protecting museums, arts and entertainment facilities	
RL24	Arts and entertainment uses in major developments	
Chapter 8 Community Facilities		
CF9	Site allocations for education facilities	
Chapter 9 Employment		
EMP2	Employment Areas	
EMP5	Sites allocated for employment use	
EMP7	Sites allocated for port related uses	
Chapter 11 Transport		
T7	Pedestrian Priority Areas	
T14	Site allocations for short stay parking	

In addition to the policies listed above, some allocations and designations shown on the 1997 adopted Local Plan Proposals Map remain in force until superseded by a policies map update. This will be made in parallel with the publication of the Site Allocations and Policies development plan document (incorporating the IP-One Area Action Plan). The current adopted Core Strategy proposals map indicates which 1997 Local Plan designations remain in force.

APPENDIX 3

ILLUSTRATIVE MAP OF THE IPSWICH POLICY AREA



APPENDIX 4

COMMUNITY FACILITIES IN DISTRICT AND LOCAL CENTRES

The list below sets out some of the community facilities that the Council considers are appropriate in or within 400m straight-line distance of the District and Local Centres, provided certain criteria are met.

- Health Facilities including doctors surgeries and dentists;
- Education facilities including schools, nurseries, crèches and lifelong learning;
- Parks / open spaces and play facilities;
- Community meeting places or drop in centres;
- Libraries;
- Local service providers (e.g. local authority offices and police facilities);
- Places of Worship;
- Housing for people with special needs;
- Vets.

APPENDIX 5

ACTIVITIES OR SERVICES RELEVANT TO EACH PLANNING STANDARD CHARGE HEADING

The broad categories of infrastructure to be included in the standard charge are as follows and detailed further in Appendix 5:

Highways and Transport

- Highway infrastructure
- Public Transport
- Transport/travel information
- Pedestrian/cycle routes including public rights of way
- Cycling facilities
- Parking
- Park and Ride
- Street Lighting
- Pedestrian facilities
- Street scene improvements
- Signing
- Traffic calming

Childcare, Early Years and Education

- Nurseries and pre-school
- Schools
- Adult Education
- University Campus Suffolk
- Suffolk New College

Health and Emergency Services

- Health Facilities
- Social Care/Day care
- Public health and prevention
- Fire
- Ambulance
- Police

Environment and Conservation

- Public Realm Improvements
- Waste Management
- Recycling
- Refuse collection and disposal
- Sustainable Urban Drainage Systems
- Flood Risk
- Flood defence
- Air Quality
- Archaeological Remains
- Historic Buildings
- Conservation Area Improvements
- Nature Conservation
- Historic Parks restoration

Community and Cultural Facilities

- Safer Neighbourhood Teams and policing
- Street Lighting
- CCTV
- Libraries
- Cemeteries and crematoria
- Community Buildings

- Community Projects
- Youth facilities (not picked up under sport and recreation)
- Voluntary Sector Groups and Initiatives
- Places of worship
- Children's services
- Older people's services

Sport and Recreation

- Parks and gardens
- Amenity greenspace
- Children's Play Space
- Facilities for young people
- Outdoor Playing Pitches
- Indoor Sports Facilities
- Outdoor Sports Facilities
- Allotments
- River Corridor and other green corridor Improvements
- Natural and semi natural greenspace including woodlands and country parks
- Civic spaces

Economic Development

- Inward Investment
- Business support services
- Skills training

Utilities

- Super-fast broadband
- Telephone
- Gas
- Electricity
- Water

APPENDIX 6

IPSWICH STANDARDS FOR THE PROVISION OF OPEN SPACE, SPORT AND RECREATION FACILITIES

TABLE 10

Typology of open spaces, sport & recreation facilities	Quantity Standard	Accessibility Standard
1. Parks & Gardens	1.42ha per 1000 popn	15 minute walk time
2. Amenity Green Space	0.6ha per 1000 popn	10 minute walk time
3. Natural and Semi Natural Green Space	1.53ha per 1000 popn	15 minute walk time
4. Outdoor Sports Facilities	1.42ha per 1000 popn	15 minute walk time
5. Provision for Children e.g. Local Areas of Play, Local Equipped Areas for Play and Neighbourhood Equipped Areas for Play – LEAPs, NEAPs and DEAPs.	0.08ha per 1000 popn	10 minute walk time
6. Provision for Young People e.g. teen shelters, multi-use games areas	0.04ha per 1000 popn	15 minute walk time
7. Allotments	0.41ha per 1000 popn Should also have reference to Council waiting lists to indicate demand	15 minute walk time
8. Cemeteries & Churchyards	Standard not appropriate	Standard not appropriate
9. Ecological networks	Standard not appropriate	Standard not appropriate
10. Civic Spaces	Standard not appropriate	Standard not appropriate

For quality standards for types 1 to 9 above, please refer to the Ipswich Open Space, Sport & Recreation Study 2009 (reviewed in 2013)

APPENDIX 7

GLOSSARY

Abbreviation	Term in full	Definition
	Adoption	The final confirmation of a plan as a statutory document by the local planning authority.
	Affordable Housing	Affordable housing includes social rented, affordable rent and intermediate housing, provided to specified eligible households whose needs are not met by the market.
	Amenity	Pleasantness of a place or circumstance. For planning purposes residential amenity is usually taken to include attributes such as privacy, access to daylight and sunlight, and absence of noise pollution. It does not include property values.
AMR	Annual Authority Monitoring Report	Reports progress with preparing the Local Plan and the extent to which policies are being achieved.
AA	Appropriate Assessment	An appropriate assessment, also known as a habitat regulations assessment, is the process of considering emerging policies against the habitats directive.
AAP	Area Action Plan	A type of development plan document relating to specific areas of major opportunity and change or conservation.
AONB	Area of Outstanding Natural Beauty	A site with a statutory national landscape designation to provide special protection for the area's natural beauty. Designated by Natural England, the primary objective is to conserve the natural beauty of the landscape.
	Biodiversity	The variety of life on earth or in a specified region or area.
BAP	Biodiversity Action Plan	It is the UK Government's response to signing the Convention on Biological Diversity (CBD) at the 1992 Rio Earth Summit. The plan sets out a programme for conserving the UK's biodiversity, at national and local levels. The Suffolk Local Biodiversity Action Plan (Suffolk LBAP) is applicable for the county of Suffolk.
BfL 12	Building for Life 12	Building for life is a partnership between several national agencies, which sets standard for well-designed homes and neighbourhoods. It is led by CABI at the Design Council, Design for Homes and the Home Builders Federation.
BREEAM	Building Research Establishment Environmental Assessment Method	It is a tool that allows the owners, users and designers of buildings to review and improve environmental performance throughout the life of a building.
BID	Business Improvement District	It is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district's public realm and trading environment. In Ipswich the BID is called Ipswich Central.

CRed	Carbon Reduction	Community Carbon Reduction Project is based in the East of England and is addressing the biggest environmental challenge of Climate Change. CRed is building a community of partners who are deciding how they want to cut their emissions of carbon dioxide (CO ₂) to meet a target of 60% reduction by 2025.
	Circular	A Government publication setting out policy approaches.
CfSH	Code for Sustainable Homes	It is a national standard for key elements of design and construction, which affect the sustainability of a new home. It is used by home designers and builders as a guide to development, and by home buyers to assist in their choice of home.
CABE	Commission for Architecture and the Built Environment	CABE was until 31 st March 2011 a statutory body sponsored by the Government. On 1 st April 2011 it was merged with the Design Council, to become an advisor on design in business innovation and the built environment.
CIL	Community Infrastructure Levy	Local authorities will be empowered to set a charge for most developments, through a simple formula related to the scale and type of scheme. The proceeds of the levy must be spent on local and sub-regional infrastructure to support the development of the area.
	Community Strategy	Strategy for promoting the economic, environmental and social well-being of the area and contributing to the achievement of Borough wide sustainable development.
	Comparison shopping	Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
	Convenience shopping	Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
	Curtilage	It is the enclosed area of land around a dwelling. It is distinct from the dwelling by virtue of lacking a roof, but distinct from the area outside the enclosure in that it is enclosed within a wall or barrier of some sort.
	Density of residential development	High density refers to new housing development of at least 90 dwellings per hectare (dph) . Medium density refers to new housing development of at least 40 dph (the average will be taken as 45 dph). Low density refers to new housing development under 40 dph (the average will be taken as 35 dph).
	Development brief	Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.
	Development Plan	Documents setting out the policies and proposals for the development and use of land and buildings.
DPD	Development Plan Document	A local development document in the Local Plan which forms part of the statutory development plan. The Core Strategy and Policies is a DPD

DEAP	Destination Equipped Area for Play	Provides a wide range of play equipment, including 'water play', and as such tends to draw people from a wide catchment area.
	Edge of centre	For retail purposes it is a location that is well connected to and within easy walking distance (up to 300 metres) of the primary shopping area. For all other town centre uses, it is likely to be within 300m of a town centre boundary. For office uses, it may also mean outside the town centre but within 500m of a public transport interchange, within the urban area.
	Geodiversity	The variety of rocks, fossils, minerals, landforms and soils along with the natural processes that shape the landscape.
	Green Infrastructure	Sub regional network of protected sites, nature reserves, green spaces and greenway linkages, including river corridors and flood plains, migration routes and features of the landscape, which are important as wildlife corridors.
	Green roof	The term to describe both intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation, which can provide a habitat for biodiversity.
	Greenways Project	Countryside Management Project for Ipswich and the surrounding area.
	IP-One	Central part of Ipswich including the town centre, the Waterfront, Ipswich Village and the Education Quarter.
	Ipswich Standard	A standard applied to all housing owned by Ipswich Borough Council. It includes energy efficiency measures such as efficient combi boilers, double glazing and insulation.
	Key Diagram	The key diagram illustrates the spatial strategy set out in the DPD and may show links and relationships with other strategies and neighbouring authorities.
	Key Worker	The Government's definition of key workers includes those groups eligible for the Key Worker Living Programme and others employed within the public sector (ie outside of this programme) identified by the Regional Housing Board for assistance.
LDD	Listed Building	A building or structure designated by the Secretary of State for the Department of Culture, Media, and Sport as being of special architectural or historical interest.
	Local Development Document	A general term for a document in the Local Plan. It includes the Core Strategy and Policies and other development plan documents, and supplementary planning documents.
LEAP	Local Equipped Area for Play	Characteristics include five types of equipment and a small games area.

LNR	Local Nature Reserve	Sites of special natural interest which are designated under the National parks and Access to the Countryside Act 1949.
LPA	Local Planning Authority	The Local Authority that is empowered by law to exercise planning functions. Normally this is the Borough or District Council.
LSP	Local Strategic Partnership	A local strategic partnership is a partnership of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single, multi-agency bodies, which aim to bring together locally the public, private, community and voluntary sectors.
	Mixed Use Development	A well integrated mix of land uses (retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes.
NPPF	National Planning Policy Framework	This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local and neighbourhood plans can be produced. (NPPF, 2012, p.1)
NEAP	Neighbourhood Equipped Area for Play	Characteristics include eight types of equipment and opportunities for ball games or wheeled activities.
	Open space, sport, and recreational facilities	These are shown in Table 10 of Appendix 6.
	Out of centre	In retailing terms, a location that is not in or on the edge of a centre but not necessarily outside the urban area.
	Passive House	A passive house (or Passivhaus) uses the principles of high levels of insulation, avoiding all cold bridging, very good air tightness, and maximising solar gains in an attempt to reduce annual heat demands so that mechanical ventilation and heat recovery systems can be utilised for heating homes, rather than conventional heating systems, which can be omitted.
	Place shaping	'Place shaping' is the name the government gives to the role that local authorities have in leading their communities, creating prosperity and fostering local identity and civic pride. It involves working with the local public, voluntary, community and private sectors to develop coordinated strategies to tackle the area's problems, needs and ambitions.
	Planning Application	An application for permission from the local planning authority to commence building work or change of use of buildings.
	Planning Permission	Approval required for the development of land from the local planning authority.

PPG	Planning Policy Guidance Note	Government documents providing policy and guidance on a range of planning issues such as housing, transport, conservation etc. PPGs were being replaced by Planning Policy Statements, which have now been replaced by the National Planning Policy Framework.
PPS	Planning Policy Statement	Government documents that were replacing PPGs and were designed to separate policy from wider guidance issues. These have replaced by the NPPF.
	Policies Map	An obligatory component of a local plan showing the location of proposals in the plan on an Ordnance Survey base map for new development plan documents. These were previously referred to as a Proposals Map
PDL	Previously Developed Land	It is land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
	Primary Frontage	Primary frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) that are likely to include the highest proportion of retail uses.
	Primary Shopping Area	Defined area where retail development is concentrated, comprising the primary and secondary shopping frontages.
	Proposals Map	An obligatory component of a local plan showing the location of proposals in the plan on an Ordnance Survey base map. The Ipswich Local Plan (1997) and the Core Strategy and Policies DPD (2011) both have a Proposals Map. The Government now refers to new Proposals Maps as Policies Maps.
	Public examination	The process by which an independent Planning Inspector publicly examines the soundness of a DPD and any representations made against it before issuing a report.
	Ramsar Site	Wetlands of global importance, listed under the Convention on Wetlands of International Importance (signed in Ramsar, Iran).
	Regeneration	Renewal, rehabilitation of former derelict or under used sites.
RIGS	Regionally important geological or geomorphological site	Sites identified for their geological or geomorphological interest according to certain criteria. They are protected through the statutory development plan.
	Retail Frontages	A term given to areas within the Town Centre where shopping is the primary function. The front of the shops facing the street is used to calculate the retail frontages within the Core Strategy and Policies DPD.
	Secondary Frontage	Secondary frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) where there is more opportunity for a diversity of uses than in primary frontages.

SSSI	Site of Special Scientific Interest	An area of land which, in the opinion of Natural England, is of special interest at a national level due to its flora, fauna or geological or physiographical features.
	Soundness	Soundness means founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. For something to be sound it must also be deliverable, flexible and able to be monitored.
	Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means. (PPS 1 ODPM, 2004, pp3).
SAC	Special Area of Conservation	Sites of European importance for nature conservation designated under the Conservation of Natural Habitats and Wild Flora and Fauna Directive.
SPA	Special Protection Area	Sites of European importance for nature conservation designated under the Conservation of Wild Birds Directive.
	Speciality Frontage	Speciality frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) where there is the greatest diversity of uses, particularly including food and drink uses, alongside clusters of specialist retailers.
SCI	Statement of Community Involvement	A document which sets out the standards to be achieved in involving the community and other stakeholders in the preparation, alteration and review of local development documents and in significant development management decisions.
SEA	Strategic Environmental Assessment	A strategic environment assessment is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
	Submission	The stage of preparation of a development plan document covered by Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 It involves submitting a DPD to the Secretary of State.
SPD	Supplementary Planning Document	A local development document that provides further detail of policies in the development plan documents or of saved local plan policies. They do not have development plan status.
SPG	Supplementary Planning Guidance	Providing additional guidance expanding policies in a local plan. SPGs will remain relevant where they are linked to saved policies but will ultimately be replaced by supplementary planning documents.

SuDS	Sustainable Drainage Systems	A sequence of management practices and control structures designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run-off from development sites.
SA	Sustainability Appraisal	Identifies and evaluates social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process. It incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive.
	Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
	Town Centre Uses	Town Centre uses are defined in the National Planning Policy Framework (NPPF) and include retail, leisure, entertainment, intensive sport and recreation, offices, arts, culture and tourism uses.
	Tests of Soundness	Statutory Local Development Documents are subject to an Examination in Public by an Inspector appointed by the Secretary of State. The purpose of the Examination is to assess whether the document is 'sound'. This means that those who wish to make a representation seeking a change to the document will need to show how that document is unsound and what needs to be done to make it sound. In order to assess this, the Inspector will assess the document against certain 'Tests of Soundness'. The purpose is to ensure that the whole plan is 'sound' in relation to all the legal and policy criteria it has to meet.
	Urban fringe	Predominantly open land on the edge of an existing urban area.
	Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 and subsequent amendments. Uses are defined as follows: A1 Shops A2 Financial and Professional Services A3 Restaurants and cafes A4 Drinking establishments A5 Hot food takeaways B1 Business (Offices (other than those that fall within A2), research and development of products and processes, light industry) B2 General industrial B8 Storage or distribution C1 Hotels C2 Residential Institutions C2A Secure Residential Institutions C3 Dwellinghouses C4 Houses in multiple occupation D1 Non-residential institutions D2 Assembly and Leisure Sui generis - uses not covered by the above including theatres, petrol filling stations, amusement centres, launderettes and taxi businesses.

TABLE 11

List of organisations

Abbreviation	Term in full
SNC	Suffolk New College
SCC	Suffolk County Council
UCS	University Campus Suffolk