

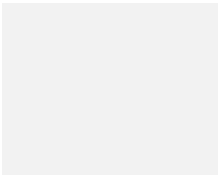
IPSWICH LOCAL PLAN REVIEW 2018 – 2036 SUSTAINABILITY APPRAISAL REPORT

Sustainability Appraisal Addendum - Main Modifications

JULY 2021



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VERSION CONTROL

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V1	July 2021	CW, AC, KH & RJ	ST	FH	First Draft
V2	July 2021	CW	ST	ST	Final following client review
V3	July 2021	CW	ST	ST	Final following Main Modifications update

This report dated 22 July 2021 has been prepared for Ipswich Borough Council (the "Client") in accordance with the terms and conditions of appointment dated 21 April 2021 (the "Appointment") between the Client and Arcadis Consulting (UK) Ltd ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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APPENDICES

Appendix A: Schedule of Main Modifications – Core Strategy and Policies Development Plan Document Review

Appendix B: Schedule of Main Modifications – Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document Review

1 Introduction

1.1 Purpose of the Report

This Sustainability Appraisal (SA) Addendum has been prepared by Arcadis Consulting (UK) Ltd (Arcadis) to assess the Main Modifications of the Ipswich Local Plan Review 2018 – 2036 (hereafter referred to as the 'Local Plan Review'). All Main Modifications have been screened through the SA process, and further assessment undertaken where necessary.

1.2 The Ipswich Local Plan

In February 2017, Ipswich Borough Council (the Council) adopted the Local Plan 2011 – 2031. The Council is now preparing a review of the Local Plan, which will replace the Adopted Plan and will look ahead to 2036 from 2018. Arcadis Consulting (UK) Ltd. ('Arcadis') has been commissioned by Ipswich Borough Council ('the Council') to prepare a combined Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the emerging Final Draft Ipswich Local Plan.

The Final Draft Ipswich Local Plan is presented in two documents:

- Core Strategy and Policies Development Plan Document (DPD); and
- Site Allocations and Policies (incorporating IP-One AAP) DPD.

The Core Strategy document presents the Council's preferred approach for a Vision and Objectives for the Borough by 2036. It also proposes policies related to the Council's Strategy for the Borough. The Site Allocations and Policies document presents a range of site-based policies, most of which allocate sites in the Borough for certain types and scales of development, designed to help ensure that the Borough's development needs up to 2036 can be met.

The Council has aligned its Local Plan with the Local Plans for Babergh District, Mid-Suffolk District and Suffolk Coastal District (now part of East Suffolk Council) Councils – the other authorities that form the Ipswich Housing Market Area (IHMA) and Ipswich Functional Economic Area (FEA). These authorities work collectively to achieve the housing and employment land required, as identified through the IHMA and the FEA through what is known as the Ipswich Strategic Planning Area (ISPA).

The Review process commenced with the joint scoping SA report by East Suffolk and Ipswich Borough which identified the issues faced by each authority through research and analysis. The Issues and Options were developed in the light of these findings. Consultation on the Issues and Options took place between August and October 2017. This was followed by a consultation on the Preferred Options version of the Plan that was held between 16 January and 13 June 2019. The Regulation 19 consultation on the publication version of the Plan was held between 15 January until 2 March 2020.

1.3 What is Sustainability Appraisal and Strategic Environmental Assessment?

Sustainability Appraisal (SA) is the process of identifying the social, economic and environmental effects of a plan to ensure that sustainable development is at the heart of the plan-making process. It applies a holistic assessment of the likely effects of the plan on social, economic and environmental objectives. Section 19 of the Planning and Compulsory Purchase Act 2004¹ requires a local planning authority (LPA) to carry out SA of a plan. The Town and Country Planning (Local Planning) (England) Regulations 2012² dictate that, after adopting a plan, the LPA must make the SA Report available.

Strategic Environmental Assessment (SEA) is a legal requirement set out in The Environmental Assessment of Plans and Programmes Regulations 2004³ (the SEA Regulations).

National Planning Policy Guidance (NPPG)⁴ states that SA should incorporate the requirements of SEA into one coherent process. This SA Report satisfies the requirements of an SEA Environmental Report. The SA

¹ Available at: <https://www.legislation.gov.uk/ukpga/2004/5/contents> [Accessed: 21/06/21]

² Available at: <http://www.legislation.gov.uk/uksi/2012/767/contents/made> [Accessed: 21/06/21]

³ Available at: <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> [Accessed: 21/06/21]

⁴ Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [Accessed: 21/06/21]

has been applied as an iterative process during the preparation of the Plan to help contribute towards the objective of achieving sustainable development.

1.4 SA work to date

The SA work commenced in August 2017 with the preparation of the SA Scoping Report by the Council, which established an appropriate scope and level of detail of the SA⁵. The Scoping Report was updated in February 2018, in response to comments from the general public and statutory consultees, received during the ten-week public consultation period.

The Interim SA Report (January 2019)⁶ was prepared to accompany Regulation 18 consultation on the Preferred Options Plan⁷. The Interim SA Report predicted and evaluated the likely sustainability effects of the Preferred Options Draft Ipswich Local Plan (Regulation 18) and their reasonable alternatives, to help the Council with their selection process. The Interim SA Report was updated and refined in line with changes made to the draft plan to form the Final Draft Ipswich Local Plan (Regulation 19).

The Regulation 19 SA Report (Final Draft Ipswich Local Plan 2018 – 2036) was published in October 2019.

The Ipswich Local Plan Sustainability Appraisal Air Quality and Flood Risk Addendum (June 2020) takes into consideration the Air Quality Assessment published in May 2020, the updated Level 2 Strategic Flood Risk Assessment published in April 2020 and new affordability ratios which were published by the UK Government in March 2020.

This SA Addendum should be read alongside the previous SA reports that have been prepared to accompany the Ipswich Local Plan.

Table 1 below sets out the SA process to date, this stage, and future stages.

⁵ Available at: https://www.ipswich.gov.uk/sites/default/files/sustainability_appraisal_scoping_report_final_-_aug17_v2.pdf [Accessed: 21/06/21]

⁶ Available at: https://www.ipswich.gov.uk/sites/default/files/sa_and_sea_including_non_technical_summary.pdf [Accessed: 21/06/21]

⁷ Available at: <https://www.ipswich.gov.uk/ipswichfuture> [Accessed: 21/06/21]

Table 1: The SA process so far

Plan Stage	Sustainability Appraisal & Strategic Environmental Assessment Stage and requirements		Completed?
Evidence Gathering and Issues and Options	A. Setting the context and objectives, establishing the baseline and deciding on the scope	Identify related plans/programmes	<i>Scoping Report consulted on between 18th August – 30th October 2017</i>
		Identify environmental protection objectives	
		Baseline data and likely future trends	
		Identify sustainability issues and opportunities	
		Develop objectives, indicators and targets (SA Framework)	
		Prepare SA Scoping Report	
		Consult on the SA Scoping Report	
		Review scoping consultation responses and preparation of Final Scoping Report to inform next stage.	<i>Completed February 2018</i>
Draft Plan Regulation 18	B. Developing, refining and appraising alternatives and assessing effects C. Preparing SA Report	Assess Plan Vision and Objectives against the SA Framework	<i>Completed in the Interim SA Report consulted on between 16 January and 13 June 2019 and in this SA Report.</i>
		Assess growth and spatial options and their reasonable alternatives against the SA Framework	
		Assess preferred policy options, including allocations and their reasonable alternatives	
		Propose mitigation measures	
		Propose monitoring programme	
		Prepare Non-Technical Summary (NTS)	
		Prepare SA Report	
		Consult on the SA Report	
Final Draft Local Plan Regulation 19	C. Update and amend SA Report in light of changes to Plan D. Consultation on SA Report	Identify changes to Plan since previous stage	<i>Completed in the SA of the Final Draft Local Plan consulted on between January and March 2020</i>
		Determine relevance of changes to the Plan for the SA/SEA, including assessments of new or revised policies with cumulative and synergistic effects assessment updated accordingly	
		Update all other elements to the SA Report in light of the changes to the Plan	
		Ensure the SA Report is compliant with the SEA Directive in terms of requirements for an Environmental Report	
		Consult on the SA Report	
Submission to SoS for consideration	C. Update and amend SA Report in light of changes to Plan	Identify changes to Plan since previous stage	<i>Submitted to the SoS 10th June 2020. Examination held December 2020</i>
		Determine relevance of changes to the Plan for the SA/SEA, including assessments of new or revised policies with cumulative and synergistic effects assessment updated accordingly	
		Update all other elements to the SA Report in light of the changes to the Plan	
		Ensure the SA Report is compliant with the SEA Directive in terms of requirements for an Environmental Report	
Examination	C & D. Update and amend report in light of any Modifications to the Plan	Determine the relevance of any Modifications made to the PLAN as an outcome of Examination.	We are here
		Assess Main Modifications for their likely effects on SA Framework	
		Prepare addendum to the SA Report addressing the Main Modifications and any new significant effects on the Framework	
Adoption	E. Adoption Statement		<i>Stage to be completed</i>

2 Post Submission Main Modifications

2.1 Introduction to the Main Modifications

The Ipswich Local Plan was submitted to the Secretary of State on the 10th June 2020. The Examination Hearing was held between the 24th November and 16th December 2020.

As a result of the Inspector's findings from the Examination Hearing, an Interim Findings letter was sent to the Council on 10th March 2021. This identified that the Council could proceed with the necessary Main Modifications to make the plan 'sound', and for the required update of the SA and the HRA which need approval from the Inspectors before the consultation on those proposed Main Modifications can begin and to ensure legal compliance.

Main Modifications are required to resolve issues identified during the Examination Hearing in Public, in order to make the Local Plan sound or to ensure its legal compliance. They involve changes or insertions to policies and text, including changes to site allocations if required, that are essential to enable the Plan to be adopted. Modifications are, therefore, changes to the plan that could potentially have significant impacts on the implementation of a policy.

At the close of the Hearing, the Inspectors asked the Council to submit: a revised schedule on the deliverability of sites comprising the first 5 years' supply of housing land; updated evidence on the need for and supply of gypsy and traveller accommodation over the Plan period; and a consolidated set of suggested Main Modifications dealing with the changes to the Plan discussed at the hearing.

The Council submitted the Main Modifications to the inspector for consideration. They largely comprise of:

- ensuring that all policies which relate to the IP One Action Area are all located in one place;
- new policies combining previous policies where sites are allocated for mixed-use development;
- new policies for sites that require masterplanning;
- key constraints and considerations are now identified in all allocation policies
- Opportunity Area guidance has been removed in favour of Opportunity Area policies;
- A proposed extension to the existing Gypsy and Traveller site at West Meadows;
- New allocated sites which have been considered in the SA process for the first time;
- Sites which have been amended as part of the Main Modifications process; and
- Sites which have been deleted through the Main Modification

The post submission Main Modifications made to the Ipswich Local Plan Review are presented in full in the Appendices. Appendix A of this report comprises the Schedule of Main Modifications for the Core Strategy. Appendix B comprises the Schedule of Main Modifications of the Site Allocations DPD. The two tables set out the proposed changes, the reason for each Main Modification (set out by Ipswich Borough Council) and whether each modification would require further assessment as part of the SA process, as determined by Arcadis. If further SA work has been identified as being required, the tables reference where these assessments can be found. If no further SA work was deemed necessary, an explanation for this has been stated.

The Main Modifications made to the Local Plan Review include changes/removal of policies, additional site allocations plus changes/removal to a number of existing site allocations, to be considered within the Local Plan period.

The following sections of this SA Addendum sets out the assessment of the Main Modifications as identified in the appendices. The assessments have been carried out using the same methodology as the previous SA work, which is set out in the Final Draft Ipswich Local Plan Review SA Report.

2.2 Contents of the Local Plan

Following the incorporation of the Main Modifications, the contents of the Local Plan Review Core Strategy and Site Allocations DPD has altered.

For clarity, Table 2 sets out the amended Local Plan Review Objectives. The Objectives have been amended to take account of the new housing requirements and reference to the site allocation at Humber Doucy Lane.

Table 2: List of the Local Plan Objectives set out in the Core Strategy following the incorporation of the Main Modifications

Objective Number and Title	Objective Text
Objective 1: Strategic Working	To work with other local authorities in the Ipswich Strategic Planning Area and with community partners to ensure a coordinated approach to planning and development.
Objective 2: Growth	At least (a) 8,280 new dwellings shall be provided to meet the needs of Ipswich within the Housing Market Area between 2018 and 2036 in a manner that addresses identified local housing needs and provides a decent home for everyone, with 31% at the Ipswich Garden Suburb, 30% at the northern end of Humber Doucy Lane and 15% in the remainder of the Borough being affordable homes; and (b) approximately 9,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Strategic Planning Area between 2018 and 2036.
Objective 3: The Distribution of Development	The development of the Borough should be focused primarily within the central Ipswich 'IP-One' area, Ipswich Garden Suburb, the Northern end of Humber Doucy Lane and within and adjacent to identified district centres (these areas are identified on the key diagram).
Objective 4: Sustainable Development	Development must be sustainable, environmentally friendly and resilient to the effects of climate change.
Objective 5: Air Quality and Climate Change	Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.
Objective 6: Transport and Connectivity	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 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: <ul style="list-style-type: none"> • 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, integrated cycle routes should be provided; and • Ipswich Borough Council aspires to an enhanced public transport system.
Objective 7: Retail and Cultural Offer	To enhance the vitality and viability of the town centre and district centres in response to changing consumer habits.

Objective Number and Title	Objective Text
Objective 8: Design and Heritage	A high standard of design will be required in all developments. Development should conserve and enhance the historic environment of Ipswich, including historic buildings, archaeology and townscape.
Objective 9: Natural Environment	To protect and enhance high quality, accessible strategic and local open spaces rich in biodiversity and geodiversity for people to visit and use.
Objective 10: Community Facilities and Infrastructure	To retain, improve and provide high quality and sustainable education facilities, health facilities, and sports and cultural facilities and other key elements of community infrastructure in locations accessible by sustainable means and in time to meet local demand.
Objective 11: Inequality	To tackle deprivation and inequalities across the town and create a safer more cohesive town.
Objective 12: Digital Infrastructure	To improve digital infrastructure provision.

Tables 3 and 4 set out the policies of the Core Strategy and SADPD which have changed following the incorporation of the Main Modifications. The policies which have been amended are highlighted in orange. The new policies are referred to as 'new' rather than having a policy reference number and are highlighted in green. There are no new policies proposed within the Core Strategy and all policies in the SADPD have either been amended or are new.

Table 3: List of Policies set out in the Core Strategy following the incorporation of the Main Modifications

Spatial Strategy
Ipswich Strategic Planning Area
<p>Policy ISPA1: Growth in the Ipswich Strategic Planning Area</p> <p>Policy ISPA2: Strategic Infrastructure Priorities</p> <p>Policy ISPA3: Cross-boundary Mitigation of Effects on Protected Habitats and Species</p> <p>Policy ISPA4: Cross-boundary Working to Deliver Sites</p>
Spatial approach
<p>Policy CS1: Sustainable Development</p> <p>Policy CS2: The Location and Nature of Development</p> <p>Policy CS3: IP-One Area Action Plan</p> <p>Policy CS4: Protecting our Assets</p> <p>Policy CS5: Improving Accessibility</p>
Live
<p>Policy CS7: The Amount of New Housing Required</p> <p>Policy CS8: Housing Type and Tenure</p> <p>Policy CS10: Ipswich Garden Suburb</p> <p>Policy CS11: Gypsy and Traveller Accommodation</p>

Spatial Strategy
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
Development Management Policies
Policy DM1: Sustainable Construction Policy DM2: Decentralised Renewable or Low Carbon Energy Policy DM3: Air Quality Policy DM4: Development and Flood Risk Policy DM5: Protection of Open Spaces, Sports and Recreation Facilities Policy DM6: Provision of New Open Spaces, Sports and Recreation Facilities Policy DM7: Provision of Private Outdoor Amenity Space in New and Existing Developments Policy DM8: The Natural Environment Policy DM9: Protection of Trees and Hedgerows Policy DM10: Green Corridors Policy DM11: Countryside Policy DM12: Design and Character Policy DM13: Built Heritage and Conservation Policy DM14: Archaeology Policy DM15: Tall Buildings Policy DM16: Extensions to Dwellings and Provision of Ancillary Buildings Policy DM17: Small Scale Infill and Backland Residential Developments Policy DM18: Amenity Policy DM19: The Subdivision of Family Dwellings Policy DM20: Houses in Multiple Occupation Policy DM21: Transport and Access in New Developments

Spatial Strategy
Policy DM22: Car and Cycle Parking in New Development
Policy DM23: The Density of Residential Development
Policy DM24: Protection and Provision of Community Facilities
Policy DM25: Shopfront Design
Policy DM26: Advertisement
Policy DM27: The Central Shopping Area
Policy DM28: Arts, Culture and Tourism
Policy DM29: The Evening and Night-time Economy
Policy DM30: District and Local Centres
Policy DM31: Town Centre Uses Outside the Central Shopping Area
Policy DM32 Retail Proposals Outside Defined Centres
Policy DM33: Protection of Employment Land
Policy DM34: Delivery and Expansion of Digital Communications Networks

Table 4: List of Policies set out in the Site Allocations Development Plan Document following the incorporation of the Main Modifications

Site Allocations Development Management Plan
Site Allocations outside the IP-One Area
Policy SP1: The protection of allocated sites
Policy SP2: Land allocated for housing outside the IP-One Area
Policy SP3: Land with planning permission or awaiting a Section 106 outside the IP-One Area
New Policy: Retail site allocation outside the IP-One Area
Policy SP5: Land allocated for employment use outside the IP-One Area
Policy SP7: Land allocated for leisure uses or community facilities outside the IP-One Area
Policy SP8: Orwell Country Park Extension
New Policy: Sustainable travel infrastructure outside the IP-One Area
Mixed Use Sites and Allocations Outside the IP-One Area
New Policy: Sites off Nacton Road, South Ravenswood
New Policy: Felixstowe Road, IP010
New Policy: Land opposite 674-734 Bramford Road, IP029
New Policy: King George V Playing Fields, IP032
New Policy: Land at Bramford Road (Stocks), IP033
New Policy: Former School Site, Lavenham Road, IP061
IP-One Quarters
Policy SP11: The Waterfront
Policy SP12: The Education Quarter
Policy SP13: The Portman Quarter

Site Allocations Development Management Plan
IP-One Opportunity Areas
<p>New Policy: Opportunity Area A Island Site and Surrounding Area</p> <p>New Policy: Opportunity Area B Merchant Quarter</p> <p>New Policy: Opportunity Area C Mint Quarter and Surrounding Area</p> <p>New Policy: Opportunity Area D Education Quarter and Surrounding Area</p> <p>New Policy: Opportunity Area E Westgate</p> <p>New Policy: Opportunity Area F River and Princes Street Corridor</p> <p>New Policy: Opportunity Area G Upper Orwell River and Canalside</p> <p>New Policy: Opportunity Area H Holywells</p>
Other Site Allocations in the IP-One Area
<p>New Policy: Housing Allocations in the IP-One Area</p> <p>New Policy: Land with Planning Permission or Awaiting a Section 106 in the IP-One Area</p> <p>Policy SP10: Retail Site Allocations in the IP-One Area</p> <p>Policy SP4: Opportunity Sites in the IP-One Area</p> <p>New Policy: Land allocated for Employment in the IP-One Area</p> <p>New Policy: Land allocated and protected as open space in the IP-One Area</p> <p>Policy SP15: Improving pedestrian and cycle routes in IP-One Area</p> <p>Policy SP16: Transport Proposals in IP-One Area</p> <p>Policy SP17: Town Centre Car Parking in IP-One Area</p>
Mixed use Sites and Allocations in the IP-One Area
<p>New Policy: Island Site, IP037</p> <p>New Policy: Mint Quarter, IP048</p> <p>New Policy: Waste Tip, IP003</p> <p>New Policy: Bus Depot, IP004</p> <p>New Policy: West End Road Surface Car Park, IP015</p> <p>New Policy: Key Street/Star Lane/Burtons, IP035</p> <p>New Policy: Former Civic Centre, IP040</p> <p>New Policy: Land between Cliff Quay and Landseer Road, IP042</p> <p>New Policy: Commercial Building, Star Lane, IP043</p> <p>New Policy: Land at Commercial Road, IP047</p> <p>New Policy: Old Cattle Market, Portman Road, IP051</p> <p>New Policy: Land between Old Cattle Market and Star Lane, IP054b</p> <p>New Policy: Land east of West End Road, IP119</p> <p>New Policy: Former St Peter’s Warehouse, IP132</p> <p>New Policy: Silo, College Street, IP136</p>

Table 5 below sets out a list of the site allocations in the Local Plan Review following the incorporation of the Main Modifications.

Table 5: List of all sites allocated in the Local Plan Review following the incorporation of the Main Modifications

Site Ref.	Address of site	Status (Allocation, Outline, Reserved Matters, Full, Prior Approval)	Use	Dwellings/ Floorspace
IP003	Waste Tip & Employment Area IP1 2DW (north of Sir Alf Ramsey Way)	New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003);	Mixed residential, office and small scale retail or leisure uses	Resi = 114 (90% of site) Secondary uses = office in Use Class E(g)(i) or small scale retail and leisure (10% of site).
IP004	Bus depot, Sir Alf Ramsey Way IP1 2DP	New Policy Bus Depot, Sir Alf Ramsey Way (IP004)	Mixed residential and office uses	Resi = 48 (50% of site) Office = 5,000sqm on 50% of site.
IP005	Former Tooks Bakery, 731 Old Norwich Road	Full - approved (SP3)	Resi	60
IP009	Victoria Nurseries, 1 Kettlebaston Way IP4 2XX	Allocation (SP2)	Resi	12
IP010	New Policy Felixstowe Road	New Policy Felixstowe Road	Mixed residential and employment uses and a primary school extension. Land safeguarded for cycle/ pedestrian bridge	Resi = 137 dwelling on circa 3ha (60% of site) Employment = retention of existing on circa 1.2ha (24% of site) School extension = 0.8ha (16% of site)
IP011a	Former Gym and Trim Health Club, Lower Orwell Street IP4 1BU	New Policy Housing Allocations in the IP-One Area	Resi	18
IP011b	Eastern Counties Bus Depot, Foundation Street IP4 1BQ and 6 Smart Street IP4 1BP	New Policy Housing Allocations in the IP-One Area	Resi	56
IP011c	Car Park, Smart Street	New Policy Housing Allocations in the IP-One Area	Resi	7
IP012	52 to 60 Grimwade Street IP4 1LP & Portia House Star Lane IP4 1JN (Peter's Ice Cream)	New Policy Housing Allocations in the IP-One Area	Resi	35
IP014	92 - 94 and Hope Church, 114 Fore Hamlet IP3 8AF	New Policy Housing Allocations in the IP-One Area	Resi	25
IP015	Car Park, West End Road	New Policy West End Road Surface Car Park (IP015);	Resi & Long Stay Car parking	Resi = 67 (55% of site) Long stay car parking = circa 1.22ha (45% of site)
IP029	Land Opposite 674-734 Bramford Road	New Policy Land Opposite 674-734 Bramford Road (IP029)	Employment (Use Classes E(g)(iii), B2 or B8 and appropriate employment-generating sui-generis) & Public Open Space	Employment = 1ha (45% of site) Public Open Space = 1.25ha (55% of site)
IP031a	Car Park, Burrell Road	New Policy Housing Allocations in the IP-One Area	Resi	20
IP031b	22 Stoke Street IP2 8BX	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	31
IP032	King George V Field, Old Norwich Rd	New Policy King George V Playing Field, Old Norwich Road (IP032)	Resi & Open Space	Resi = 99 on circa 3ha of site (80%) Open Space = circa 0.75ha (20%)
IP033	Land at Bramford Road (Stocks site)	New Policy Land at Bramford Road (Stocks site) (IP033)	Resi & Open Space	Resi = 55 on circa 1ha of site (50%) Open Space = circa 1ha (50%)
IP035	Key Street/Star Lane	New Policy Key Street/Star Lane/Burton's (IP035);	Mixed residential and office, leisure or small scale retail uses	Resi = 86 (80% of site) Office, leisure or small scale retail (up to 200sqm) uses = 20% of site
IP037	Island site	New Policy The Island Site (IP037);	Mixed housing, commercial and leisure uses, open space and early years' facility	Resi = 421 (70% of site) Open space = 15% of site Commercial, leisure and early years = remaining 15% of site
IP039a	Land between Gower Street and Great Whip Street	New Policy Housing Allocations in the IP-One Area	Resi	45
IP040	Civic Centre area, Civic Drive	New Policy Former Civic Centre, Civic Drive (Westgate) (IP040);	Mixed residential, retail, restaurants and theatre-related and other leisure uses	Resi = 59 (90% of site) Retail, restaurants and theatre = circa 2,050sqm (net) on 10% of site.
IP041	Former Police Station, Civic Drive	New Policy Housing Allocations in the IP-One Area	Resi	58

Site Ref.	Address of site	Status (Allocation, Outline, Reserved Matters, Full, Prior Approval)	Use	Dwellings/ Floorspace
IP042	Land between Cliff Quay and Landseer Road	New Policy Land between Cliff Quay and Landseer Road (IP042);	Mixed residential, employment, small scale retail and leisure and other uses in accordance with the Waterfront	Resi = 222 (70% of site) Employment, small scale retail and leisure and other uses = 30% of site
IP043	47 Key Street and Slade Street Car Park, Star Lane	New Policy Commercial Building, Star Lane (IP043);	Mixed residential and employment uses	Resi = 50 (80% of site) Employment = circa 1,000sqm floorspace (20% of site)
IP047	Land at Commercial Road	New Policy Land at Commercial Road (IP047);	Mixed residential, hotel, leisure, small scale retail uses and public open space	Resi = 173 (80% of site) Public Open space = 15% of site Hotel, leisure and small scale retail uses = 5% of site
IP048a	Mint Quarter (east)	New Policy The Mint Quarter (IP048a-d)	Resi, short stay car parking and open space	Resi = 53 (60% of site) Short stay car parking & open space = circa 40% of site.
IP048b	Mint Quarter (west)	New Policy The Mint Quarter (IP048a-d)	Retail, resi, short stay car parking, open space	Retail = 4,800sqm (net) Resi = 36 (30% of site) Short stay car parking & open space = remainder of site
IP048c	6-10 Cox Lane and 36-46 Carr Street (upper floors)	New Policy The Mint Quarter (IP048a-d)	Resi	33
IP048d	Mint Quarter/Cox Lane East Regeneration Area facing Carr Street	New Policy The Mint Quarter (IP048a-d)	Primary School	0.43ha
IP049	No 8 Shed Orwell Quay	Policy SP17 Town Centre Car Parking in the IP-One Area	Long Stay Car Parking	0.76ha
IP051	Old Cattle Market, Portman Road	New Policy Old Cattle Market, Portman Road (IP051)	Mixed office, hotel, leisure and long stay car parking	Offices = 20,000sqm Hotel, leisure and long stay car parking = remainder.
IP054a	30 Lower Brook Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	62
IP054b	Land between Old Cattle Market and Star Lane	New Policy Land between Old Cattle Market and Star Lane (IP054b);	Mixed residential, employment, small scale retail uses and the electricity sub station	Resi = 40 (60% of site) Employment, small scale retail uses and the electricity sub station = 40% of site.
IP059	Elton Park Industrial Estate, Hadleigh Road	Outline (S106) (SP3)	Resi	103
IP061	Former School Site, Lavenham Road	New Policy Former School Site, Lavenham Road (IP061)	Resi & Open Space	Resi = 23 on circa 0.54ha (60%) Open Space = circa 0.36ha (40%)
IP064a	Land between Holywells Road and Holywells Park	New Policy Housing Allocations in the IP-One Area	Resi	66
IP066	JJ Wilson, White Elm Street and land to rear at Cavendish Street	Allocation (SP2)	Resi	55
IP067a	Former British Energy site (north)	Allocation (SP2)	Resi	17
IP067b	Former British Energy Site	SP5	Employment (Use Class E(g) (excluding office use) or B8 Storage and Distribution and appropriate sui generis)	4.18ha
IP074	Land at Upper Orwell Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	9
IP080	240 Wherstead Road	New Policy Housing Allocations in the IP-One Area	Resi	27
IP083	Banks of the river upriver from Princes Street	New Policy Land Allocated and Protected as Open Space in the IP-One Area	Public Open Space	0.76ha
IP084a	County Hall, St Helen's Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	40
IP089	Waterworks Street	New Policy Housing Allocations in the IP-One Area	Resi	23
IP094	Land to rear of Grafton House	New Policy Land allocated for Employment Use in the IP One Area	Employment (use Class E(g)(i)) (office)	0.31ha
IP096	Car Park Handford Rd East	New Policy Housing Allocations in the IP-One Area	Resi	22

Site Ref.	Address of site	Status (Allocation, Outline, Reserved Matters, Full, Prior Approval)	Use	Dwellings/ Floorspace
IP098	Transco, south of Patteson Road	New Policy Housing Allocations in the IP-One Area	Resi	62
IP105	Depot, Beaconsfield Road	Allocation (SP2)	Resi	15
IP106	391 Bramford Road	Full - approved (SP3)	Resi	11
IP109	The Drift, Woodbridge Road	Full (S106) (SP3)	Resi	6
IP116b	St Clements Hospital Grounds, Foxhall Road	Reserved Matters - approved (SP3)	Resi	46
IP119	Land East of West End Road	New Policy Land east of West End Road (IP119);	Mixed residential, employment (use class E(g)) and leisure use	Resi = 28 (45% of site) Leisure = 40% of site Employment = 15%
IP120b	Land West of West End Road	New Policy Housing Allocations in the IP-One Area	Resi	103
IP125	Corner of Hawke Road and Holbrook Road	Allocation (SP2)	Resi	15
IP129	BT Depot, Woodbridge Road	SP7	SEND Free School	1.07ha
IP131	45 Milton Street	Full - approved (SP3)	Resi	9
IP132	Former St Peters Warehouse Site, 4 College Street / Bridge Street (Northern Quays west)	New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132);	Mixed residential, office, leisure and small scale retail	Resi = 73 (upper-floors) Office, leisure and small scale retail = lower two floors.
IP133	South of Felaw Street	New Policy Housing Allocations in the IP-One Area	Mixed residential, office, leisure and small scale retail	Resi = 48 (upper-floors) Office, leisure and small scale retail = lower two floors.
IP135	112 - 116 Bramford Road	Allocation (SP2) (Outline - expired)	Resi	19
IP136	Silo, College Street	New Policy Silo, College Street (IP136);	Resi	48
IP140	Land north of Whitton Lane	SP5	Employment (B1 Use Class E(Gg), B2 and B8 and appropriate employment-generating sui generis uses)	6.93
IP141a	Land at Futura Park, Nacton Road	SP5	Employment (Use Class E(g) (excluding office) employment uses B1b, B1c, B2, B8 and appropriate sui generis)	4.78
IP142	Land at Duke Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	44
IP143	Former Norsk Hydro Ltd, Sandyhill Lane	SP3 (Outline – approved)	Resi	85
IP149	Land at Pond Hall Carr and Farm	Policy SP8 Orwell Country Park Extension	Country Park Extension	24.76ha
IP150a	Land south of Ravenswood (sites U, V and W)	Outline - approved (SP3)	Resi	96
IP150b	Land south of Ravenswood	New Policy Sites off Nacton Road, South Ravenswood	Outdoor Sport or Recreational Uses (Use Class F2(C))	7.8ha
IP150c	Land south of Ravenswood adjacent to Nacton Road	New Policy Sites off Nacton Road, South Ravenswood	Employment (Use Class E(g)(ii & iii) and sui generis employment)	1.18ha
IP150d	Land south of Ravenswood (Sports Park)	New Policy Sites off Nacton Road, South Ravenswood	Resi	34 (50% of site)
IP150e	Land south of Ravenswood	New Policy Sites off Nacton Road, South Ravenswood	Resi	126
IP152	Airport Farm Kennels	New Policy Sites off Nacton Road, South Ravenswood	Employment (B2, B8 and E(g)(ii & iii) and sui generis employment) & Park and Ride	7.37ha
IP161	2 Park Road	Full - approved (SP3)	Resi	14
IP165	Eastway Business Park, Europa Way	Full - approved (SP3)	Resi	8
IP169	23-25 Burrell Road	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	4
IP172	15-19 St Margaret's Green	New Policy Housing Allocations in the IP-One Area	Resi	9
IP188	Websters Saleyard site, Dock Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	9
IP200	Griffin Wharf, Bath Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	71
IP205	Burton's, College Street	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	9

Site Ref.	Address of site	Status (Allocation, Outline, Reserved Matters, Full, Prior Approval)	Use	Dwellings/ Floorspace
IP206	Cranfields	New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area	Resi	134
IP221	Flying Horse PH, 4 Waterford Road	Allocation (SP2) (Full - expired)	Resi	12
IP245	12-12a Arcade Street	Full - approved (SP3)	Resi	14
IP256	Artificial Hockey Pitch, Ipswich Sports Club, Henley Road	Full - approved (SP3)	Resi	28
IP274	Old Norwich Road (rear of Maypole PH)	Full (S106) (SP3)	Resi	11
IP279a	Former British Telecom, Bibb Way	Prior Approval - approved (SP3)	Resi	78
IP279b (1)	North of former British Telecom offices, Bibb Way fronting Handford Road	New Policy Housing Allocations in the IP-One Area	Resi	35
IP279b (2)	South of former British Telecom offices, Bibb Way	New Policy Housing Allocations in the IP-One Area	Resi	37
IP280	Westerfield House, Humber Doucy Lane	Full – approved (SP3) and Full approved	Resi	177
IP283	25 Grimwade Street. Student Union Club and adjacent car park, Rope Walk	Full - approved (SP3)	Resi	14
IP307	Prince of Wales Drive	Allocation (SP2)	Resi	15
IP309	Former Bridgeward Social Club, 68a Austin Street and land to rear	New Policy Housing Allocations in the IP-One Area	Resi	15
IP347	Mecca Bingo, Lloyds Avenue	Policy SP10 Retail Site Allocations in the IP-One Area	Retail	650sqm (net)
IP348	Units in upper Princes Street	Policy SP10 Retail Site Allocations in the IP-One Area	Retail	675sqm (net)
IP354	72 (Old Boatyard) Cullingham Road	New Policy Housing Allocations in the IP-One Area	Resi	14
IP355	77-79 Cullingham Road	New Policy Housing Allocations in the IP-One Area	Resi	6
IP386	28-50 Grimwade Street	Full (S106) (SP3)	Resi	13
CS10	Ipswich Garden Suburb	Strategic Development Site (Policy CS10)	Resi	3,500 (3,295 over plan period)
ISPA 4.1	Humber Doucy Lane adjacent to Tuddenham Road	Allocation (ISPA4)	Resi	449
New Policy Retail Site Allocation outside IP-One	Former Co-op Depot, Boss Hall Road	New Policy Retail Site Allocation outside IP-One	Retail	315sqm (net)
New Policy Sustainable Travel Infrastructure Outside the IP-One Area	Former Bury Road (Anglia Parkway) Park & Ride Site	New Policy Sustainable Travel Infrastructure Outside the IP-One Area	Park and Ride	2.45ha
IP028b	Jewsons, Greyfriars Road	Policy SP4 Opportunity Sites (not counted in housing supply)	Opportunity Site - residential, leisure (restaurants and cafes, drinking establishments, hot food takeaways and/or indoor sport, recreation or fitness, office/F2)	Resi = 40 dwellings
IP045	Land bounded by Toller Road, Cliff Lane and Holywells Road	Policy SP4 Opportunity Sites (not counted in housing supply)	Opportunity Site - residential and employment (Use Class E(g)), community, arts, open space or tourism	Resi = 148 dwellings
IP052	Land at Star Lane/Lower Orwell Street	Policy SP4 Opportunity Sites (not counted in housing supply)	Opportunity Site - residential, employment, leisure	Resi = 29 dwellings
IP226	Helena Road/Patteson Road	Policy SP4 Opportunity Sites (not counted in housing supply)	Opportunity Site - residential and uses appropriate at the Waterfront (Policy SP11)	Resi = 337 dwellings

New sites have been considered in the SA process for the first time are:

- IP084a – Policy SP3 – Site with planning permission/ awaiting S106. Now included because permission/ resolution granted since submission.

- IP274 – Policy SP3 - Site with planning permission/ awaiting S106. As above.
- IP280 - Policy SP3 - Site with planning permission/ awaiting S106. As above.
- IP386 - Policy SP3 - Site with planning permission/ awaiting S106. As above.
- IP400a – West of West Meadows Gypsy and Traveller Site
- IP400b – East of West Meadows Gypsy and Traveller Site

Sites which have been amended as part of the Main Modifications process include:

- IP009 – Now anticipated in medium term to reflect recent evidence
- IP010a – Site mix changed from 75% resi to 65% resi. This is to reflect land requirements for school extension. Capacity the same, density increased instead.
- IP041 – Now anticipated in medium term not short term to reflect more recent evidence.
- IP080 – Now anticipated medium term not short term to reflect more recent evidence.
- IP221 – Now anticipated in “medium” term
- IP307 – Capacity amended to 15 dwellings
- IP109 – Capacity amended to 6 dwellings to reflect more recent evidence
- IP116 – Capacity amended to 46 to reflect build out of site
- IP131 – Now anticipated in short term rather than medium.
- IP142 – Now anticipated in “short” term.
- IP143 – Moved from Policy SP2 (housing allocation) to Policy SP3 (site with permission/ awaiting S106). Not new site.
- IP150a – Capacity amended to 96 dwellings to reflect more recent evidence.
- IP150b – Use changed from Sports Park to “for outdoor sport or recreational uses within Use Class F2(c)”
- IP165 – Capacity amended to 8 dwellings to reflect recent build out of site.
- IP188 – Moved from Policy SP2 to equivalent Policy SP3 to reflect granting of permission.
- IP014 – Capacity amended to 25 dwellings to reflect more recent evidence. Timescale changed from medium to short.
- IP096 – Timescale moved from medium to short.
- IP098 – Timescale moved from medium to medium/ long
- IP279a – Capacity decreased from 104 to 78 to reflect recent evidence
- IP279B(1) – Capacity increased to 35 dwellings
- IP279B(2) – Capacity increased to 37 dwellings
- IP354 – Capacity decreased to 14 dwellings to reflect recent application in.
- IP031b – Capacity increased to 31 dwellings to reflect recent permission.
- IP200 – Capacity reduced to 71 dwellings to reflect recent application and statement of common ground.
- IP205 – Capacity decreased to 9 dwellings to reflect recent evidence. Moved from short/ medium term to short term to reflect recent evidence.
- IP206 – Moved from short to short/medium term to reflect recent evidence.
- Opportunity sites (IP028b and IP045) uses amended to reflect changes to the Use Classes Order

- IP042 – Moved from SP3 (sites with permission) to new site allocation policy to reflect expiry of previous permission. Capacity the same as SP3 but site area increased to 2.06ha reflect ownership of site
- IP048a – Site area reduced from 1.33ha to 0.94ha to separate out the primary school element into new site IP048d. Site mix now 60% residential & 40% short stay car park and open space. Capacity still 53.
- IP048d – Site created from above for 0.42ha for school only. Same use as what was previously assessed as part of IP048a originally though.
- ISPA4.1 – Capacity reduced from 489 to 449 to reflect Historic England Statement of Common Ground. Site area reduced from 23.62ha to 23.28ha to reflect removal of land which no longer forms part of site.

Sites which have been deleted through the Main Modification process are IP088, IP211 and IP214. These three sites have been deleted from Policy SP3 because the development at these locations have been completed.

2.3 Methodology

Options and reasonable alternatives identified during the Plan process are assessed under stages B3 and B4 in order to predict and evaluate their likely sustainability impacts. This is so that the sustainability performance of options can be factored into the Council’s decision-making process over which options to pursue.

The prediction and evaluation of the effects of options and alternatives relies heavily on the SA Framework – every option is appraised for its likely effects against every SA Objective. The SA Framework provides guide questions and indicators, which help to determine whether options would make a negative or positive contribution towards each SA Objective.

In line with requirements of the SEA Directive, the following characteristics of effects are predicted and evaluated:

- Probability;
- Duration, including short, medium and long-term effects;
- Frequency;
- Reversibility;
- Cumulative and synergistic nature;
- Transboundary nature;
- Secondary nature;
- Permanent or temporary nature; and
- Positive or negative nature.

Table 6 presents a detailed rationale and methodology behind the appraisal process.

Table 6: Appraisal rationale and methodology for policies and allocations

Characteristic	Rationale
Format	<p>The appraisals are presented in tables. Where appropriate, options have been grouped together in the same assessment table. The rationale for this is as follows:</p> <p>The policies are grouped together in the Local Plan and under the same theme. They are therefore likely to result in similar effects on many of the indicators. Grouping the appraisals together facilitates less repetition of text, saving space and reducing the need for a paperchase for readers;</p> <p>The sites are in proximity to one another and facing similar constraints. Grouping the appraisals of these together enables a more efficient and streamlined process that saves</p>

Characteristic	Rationale
	<p>space, is easier to follow and facilitates an appreciation of potential cumulative effects on the local community; and</p> <p>Grouping options together facilitates a comparison of the likely effects of options vs. their reasonable alternatives.</p> <p>Whilst options are sometimes grouped together in tables, an appraisal is provided for every single option against every SA Objective. For all options the effects identified during appraisal are evaluated and recorded for their probability, geographical extent, reversibility, permanence, magnitude and significance.</p> <p>The assessment text is intended to be comprehensive, robust and to satisfy the technical requirements of SA and SEA whilst also being accessible for the general public and avoiding unwieldy and excessively long tables or appendices.</p>
Probability	<p>There is an inherent degree of uncertainty in appraisals carried out in SA. Should it be adopted, the Plan would likely be in force for several years, over which time could potentially arise unforeseen circumstances as baseline data unexpectedly changes.</p> <p>For example, any given community facility in Ipswich could potentially close down or move within a period of months, and thus an assessment which considers that a site allocation would provide new residents with good access to this facility pre-development may not do so by the time construction begins. These circumstances are impossible to predict. The planning system is generally robust enough to deal with such changes by re-assessing the needs of sites/communities at the time applications are made.</p> <p>Uncertainties are dealt with in SA by adopting a precautionary approach, wherein the worst-case scenario is assumed unless reliable evidence suggests otherwise.</p> <p>Assessment tables include a column indicating whether there is considered to be a Low, Medium or High probability of the effect taking place.</p> <p>Where the recorded effect is 'uncertain', the probability is recorded as 'Low'.</p> <p>Where the recorded effect is 'neutral/negligible', the probability is recorded as 'High'. This is because a precautionary approach is adopted and, as such, unless there is a high probability of the effect being neutral/negligible then the worst-case scenario is assumed.</p> <p>Probability is an evaluative judgment for SA experts carrying out the appraisals.</p>
Duration and short, medium and long-term effects	<p>Assessment tables include a column indicating whether the effects are considered to be Short, Medium, or Long-term.</p> <p>Short-term effects reside for approximately 0-10 years after Plan adoption;</p> <p>Medium-term effects reside for approximately 10-20 years after Plan adoption; and</p> <p>Long-term effects last beyond the Plan period.</p> <p>Effects can be multiple terms, such as arising in the short-term and residing in the long-term.</p>
Positive and negative effects and significance	<p>The assessments evaluate whether effects are likely to be positive, negative or neutral effects. The range of predicted effects includes:</p> <ul style="list-style-type: none"> • Major positive - The proposal significantly contributes to the achievement of the SA Objective; • Minor positive - The option contributes partially to the achievement of the SA Objective; • Uncertain – It is not possible to determine the nature of the impact; • Neutral - Relationship between the option and the SA Objective is negligible; • Positive/negative – The option would have a mix of both positive and negative effects with no clear majority;

Characteristic	Rationale														
	<ul style="list-style-type: none"> Minor negative - The option partially detracts from the achievement of the SA Objective; Major negative effects - The proposal significantly detracts from the achievement of the SA Objective. <p>For the purpose of the SEA Directive, effects noted as ‘major adverse’ or ‘major positive’ are considered to be ‘significant’. The SEA Directive necessitates a focus on ‘significant’ effects. Determining whether an effect is significant or minor is an evaluative judgment based on expert opinion, best practice and industry standards. It is also guided by Annex II (2) of the SEA Directive, which states:</p> <p><i>“The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;</i></p> <p><i>The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;</i></p> <p><i>The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;</i></p> <p><i>Environmental problems relevant to the plan or programme; and</i></p> <p><i>The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).”</i></p> <p>Minor effects (i.e. insignificant effects) are also identified. This is because identifying minor effects assists with the identified of cumulative and synergistic effects (e.g. several minor effects combined to have a significant effect), can help to identify opportunities for enhancements (e.g. enhancing a minor positive effects to make it significant), mitigation (e.g. reducing or removing potential minor negative effects), and also better enables the Council to make a more informed decision when comparing the sustainability performance of options.</p> <p>A positive effect would typically be one where the Plan proposal would be likely to contribute towards the aims of the SA Objective, whereas an adverse effect would be one where the Plan proposal conflicts with the Objective. Typically, if a proposal would be expected to have a positive effect(s) to the same extent that it would have an adverse effect(s), a +/- score is awarded. However, if it is considered to be likely that the adverse effect(s) would be of a greater magnitude than the positive effect(s), then an adverse score is awarded in line with the precautionary principle.</p> <p>The assessment tables include a column that displays an overall score for each policy against each SA Objective that indicates the overall effect, as follows:</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #f4a460;">Major negative</td> <td style="background-color: #f4a460;">Minor negative</td> <td style="background-color: #f4a460;">Neutral</td> <td style="background-color: #f4a460;">Positive/negative</td> <td style="background-color: #f4a460;">Uncertain</td> <td style="background-color: #f4a460;">Minor positive</td> <td style="background-color: #f4a460;">Major positive</td> </tr> <tr> <td style="background-color: #d62728;">--</td> <td style="background-color: #ff9999;">-</td> <td style="background-color: #cccccc;">0</td> <td style="background-color: #1f77b4;">+/-</td> <td style="background-color: #cccccc;">?</td> <td style="background-color: #90ee90;">+</td> <td style="background-color: #008000;">++</td> </tr> </table>	Major negative	Minor negative	Neutral	Positive/negative	Uncertain	Minor positive	Major positive	--	-	0	+/-	?	+	++
Major negative	Minor negative	Neutral	Positive/negative	Uncertain	Minor positive	Major positive									
--	-	0	+/-	?	+	++									
Frequency	All effects of the Plan are considered to occur once, potentially on an ongoing or continual basis, unless indicated otherwise.														
Cumulative nature and synergistic effects	<p>This SA provides an appraisal of all policies in the Plan. These policies are not going to be adopted in isolation and so it is important to identify and evaluate the cumulative effects of all policies in-combination. A cumulative effects appraisal has also been carried out for this purpose. Cumulative and synergistic effects are defined as follows:</p> <p>Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect, or where several individual effects have a combined effect; and</p>														

Characteristic	Rationale
	<p>Synergistic effects interact to produce a total effect greater than the sum of the individual effects, so that the nature of the final impact is different to the nature of the individual effects.</p> <p>The cumulative effects assessment in this report accounts for both cumulative and synergistic effects.</p>
Trans- boundary nature	<p>The assessment table includes a column to indicate the likely geographical extent of effects. In most cases this extent is 'Ipswich Borough', however, where effects would be likely to be discernible in neighbouring authorities or at a scale greater than Ipswich, this is specified.</p> <p>An assessment of the cumulative effects of the Plan with plans in neighbouring authorities has also been carried out in Table 3-10 and this accounts for some transboundary effects.</p>
Secondary effects	<p>The assessment process inherently includes a consideration of secondary effects. The assessment text avoids specifically signposting whether the identified effect is primary or secondary.</p> <p>Secondary effects are defined as follows:</p> <p><i>Secondary effects are effects that are not a direct result but occur away from the original effect or as a result of a complex pathway.</i></p>
Recommendations	<p>Alongside the assessment results, recommendations are made. These are measures that, if adopted, would be likely to help avoid or minimise negative effects or to enhance positive effects. The SA seeks to make recommendations in all cases where negative effects have been identified – where this is not feasible it is explained in the assessment boxes.</p>

3 Appraisal of the Main Modifications

It is noted that throughout this section, Main Modifications to the policies are shown using strikethrough and underline. In the assessment tables, 'R19' refers to the previous SA assessment of that policy, included in the Regulation 19 version of the Core Strategy. 'MM' is the updated assessment.

An appraisal is set out below. If further SA considerations were deemed necessary in accordance with the screening exercise, this has been undertaken within Appendices A and B.

3.1 Core Strategy

3.1.1 Policy ISPA1: Growth in the Ipswich Strategic Planning Area

Policy ISPA1 has been updated to reflect the latest housing figures, including the 2019 affordability ratio published by the Office of National Statistics in March 2020. This decreases the Objectively Assessed Need by 1,134 dwellings, to 34,200 dwellings over the plan period.

Policy ISPA1: Growth in the Ipswich Strategic Planning Area

Ipswich will continue to play a key role in the economic growth of the Ipswich Strategic Planning Area (ISPA), whilst enhancing quality of life and protecting the high quality environments. Over the period 2018-2036, the Ipswich Borough Council Local Plan will contribute to:

- 1 The creation of at least 9,500 jobs through the provision of at least 23.2ha of employment land within Ipswich to contribute towards the Ipswich Functional Economic Area;
- 2 The collective delivery of at least ~~35,334~~ 34,200 dwellings across the Ipswich Housing Market Area 2018-36; and
- 3 Supporting the continued role of Ipswich as County Town.

The Council will work actively with the other local planning authorities in the ISPA and with Suffolk County Council to co-ordinate the delivery of development and in monitoring and reviewing evidence as necessary.

As the changes to this policy are to reflect changes in the housing need and are a decrease in overall housing numbers, it is not expected that the impacts identified in the 2019 SA report have significantly changed. The recommendations set out in the SA report are also still relevant.

Policy ISPA1	1 - Poverty & exclusion	2 - Housing	3 - Health	4 - Quality of homes and work	5 - Education	6 - Water	7 - Air quality	8 - Soils and minerals	9 - Waste	10 - GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 - Biodiversity & geodiversity	14 - Cultural heritage	15 - Landscapes & townscapes	16 - Growth & prosperity	17 - Town centres	18 - Transport & movement	19 - Digital infrastructure
R19	++	++	+	+	+	!	!	+/-	.	.	.	++	++	.	+
MM	++	++	+	+	+	!	!	+/-	.	.	.	++	++	.	+

3.1.2 Policy ISPA2: Strategic Infrastructure Priorities

This policy has been amended to ensure the Plan is positively prepared and effective in providing for strategic infrastructure and cross boundary matters.

Policy ISPA2 Strategic Infrastructure Priorities

The Council will work with partners such as the other local planning authorities in the ISPA, Suffolk County Council, Clinical Commissioning Groups, utilities companies, Highways England and Network Rail in supporting and enabling the delivery of key strategic infrastructure, and in particular the timely delivery of:

- a) A12 improvements;
- b) A14 improvements;
- c) Sustainable transport measures in Ipswich;

Policy ISPA2 Strategic Infrastructure Priorities

- d) Improved cycle and walking routes;
- e) Appropriate education provision to meet needs resulting from growth;
- f) Appropriate health and leisure provision to meet needs resulting from growth;
- g) Appropriate provisions to meet the needs of the police; community cohesion and community safety;
- h) Green infrastructure and Suitable Alternative Natural Greenspace (SANG);
- i) Improvements to water supply, foul sewerage and sewage treatment capacity; and
- j) Provision of appropriate digital telecommunications to provide mobile, broadband and radio signal for residents and businesses.

The Council also supports work to investigate ~~the feasibility of an Ipswich Northern Route~~ and the provision of increased capacity on railway lines for freight and passenger traffic, but these are not measures needed to enable the delivery of growth proposed through this Local Plan.

The new bullet point ‘g’, seeking to ensuring the timely delivery of “*appropriate provisions to meet the needs of the police; community cohesion and community safety*” would be expected to have further benefits in relation to poverty and exclusion (SA Objective 1), health (SA Objective 3) and quality of homes and work (SA objective 4), due to promoting community cohesion, which would have positive effects on health and mental wellbeing, as well as improving the safety and security of places, by ensuring sufficient provision of police and secured by design and other measures. However, these three benefits have already been identified as major positive in the 2019 SA Report and therefore, the SA score has not changed.

The addition of bullet ‘h’ ensuring the provision of “*Green infrastructure and Suitable Alternative Natural Greenspace (SANG)*” would be expected to have multiple benefits to the SA Objectives. This could potentially have positive effects for soil, as more vegetation in the form of green infrastructure would help to decrease soil erosion and improve soil stability, and therefore, have a minor positive impact in relation to soil and minerals (SA Objective 8). An increase in vegetation would also be likely to lead to an increase in carbon sequestration, helping to reduce the effect of climate change, and improved soil stability would help reduce the risk of flooding. Therefore, the amendments to this policy would be likely to result in positive effects in relation to flooding (SA Objective 11) and coastal and estuaries (SA Objective 12). Benefits would also be seen in terms of biodiversity net gain and a minor positive impact would be likely for biodiversity (SA Objective 13), as the provision of green infrastructure and SANGS would be likely to counteract the potential loss of biodiversity due to development. Increased vegetation may also screen potential adverse impact of the proposed road schemes, and therefore, have a minor positive impact in relation to landscape (SA Objective 15).

Policy ISPA2	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & towns/countryside	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	++	+	++	++	++	++	++	0	0	+	0	0	-	-	0	+	+	++	++
MM	++	+	++	++	++	++	++	0	0	+	+	+	+	-	+	+	+	++	++

3.1.3 Policy ISPA4: Cross Boundary Working to Deliver Sites

The changes have been made to this policy to ensure the policy is sound, justified and effective in progressing a cross boundary strategic matter.

In the Regulation 19 SA Report, an assessment was carried out for Policy ISPA4: Cross Boundary Working to Deliver Sites. The policy identified the proposed development at ISPA4.1 as a cross-boundary site allocation, but the site boundary and other ISPA4.1 details was assessed separately in a ‘site sheet’. During the Main Modifications process, the site sheets have been removed and site constraints and requirements now form part of the site related policies. Therefore, site ISPA4.1 is now

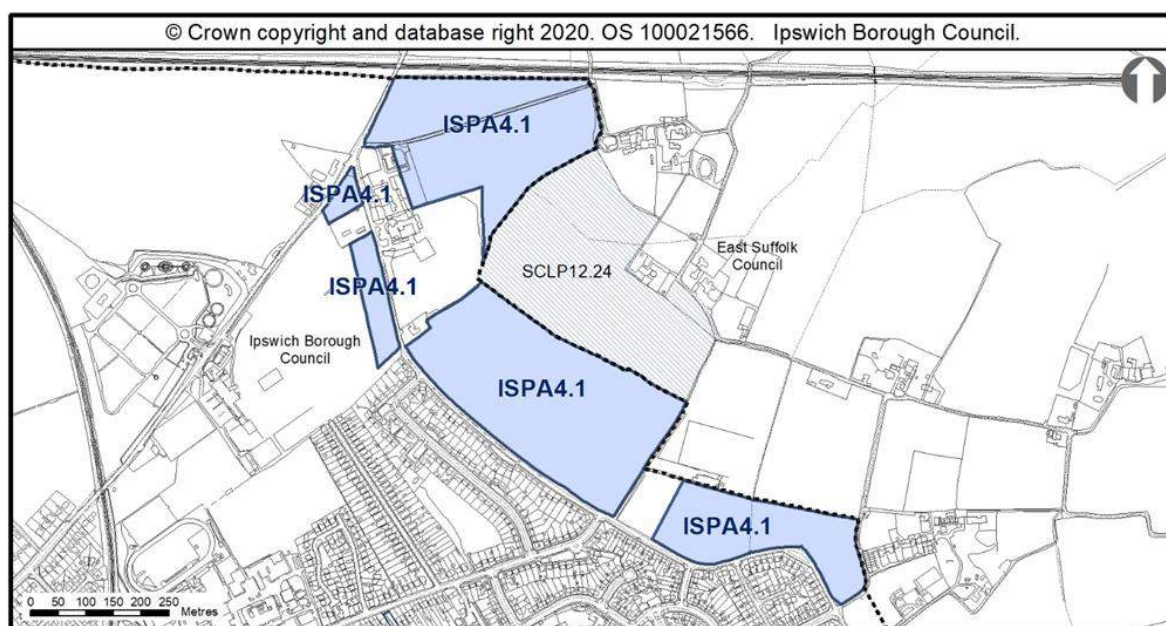
assessed as part of Policy ISPA4. Therefore, this is a new assessment of the altered policy and site allocations together (the new Policy ISPA4), which were previously assessed separately. This change gives the LPA more control over the form of the development and the requirements to deliver ISPA4.1 because site constraints and compliance with other plan policies now form part of policy.

The site boundary has decreased slightly, from 23.62ha to 23.28ha, as a small parcel of land to the west of Humber Doucy Lane and to the south east of Tuddenham Road is no longer part of the allocation.

Policy ISPA4: Cross Boundary Working to Deliver Sites

Ipswich Borough Council will work with neighbouring authorities to master plan and deliver appropriate residential development and associated infrastructure on identified sites within the Borough but adjacent to the boundary where cross boundary work is needed to bring forward development in a coordinated and comprehensive manner.

Land at the Northern end of Humber Doucy Lane (ISPA4.1)



23.28ha of land comprising at the northern end of Humber Doucy Lane, identified on the Policies Map as ISPA4.1, is allocated for 449 dwellings and associated infrastructure in conjunction with land allocated in the Suffolk Coastal Local Plan in East Suffolk as a cross boundary site. 60% of the site within Ipswich Borough is allocated for housing and 40% is allocated for secondary uses, comprising open space and other green and community infrastructure.

In order to meet housing needs within the Borough boundary as far as possible, the Council identifies a cross-border allocation for future development of 23.62ha of land within Ipswich Borough in 4 parcels forming ISPA4.1 for future housing growth and associated infrastructure improvements at the northern end of Humber Doucy Lane adjacent to Tuddenham Road. The allocation is shown on the accompanying site sheet for this policy. Development here will need to be appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure.

It will require land and infrastructure works and green infrastructure (including Suitable Accessible Natural Greenspace) on both sides of the Borough boundary in order to come forward. Development will be planned and comprehensively delivered comprehensively, and would be master planned through master planning of the site, including the allocated land in East Suffolk, to be undertaken jointly with land within East Suffolk Council and the landowner, as identified through the Suffolk Coastal Local Plan. Development will include at least 30% affordable housing provision. The percentage and mix will be determined through the master planning process, having regard to policies CS8 and CS12 and the Suffolk Coastal Area Local Plan affordable housing requirement applied to the portion of the site falling within East Suffolk. New homes would be limited to south of the railway line and adjacent to the urban area. The design, layout and landscaping of the development should be carefully designed to preserve the setting of the nearby listed buildings. Infrastructure requirements would include the following but may include other infrastructure which will be

Policy ISPA4: Cross Boundary Working to Deliver Sites

~~determined as part of the joint master planning process:~~ Development will be expected to comply with the following criteria:

- A) Delivery of a high-quality design in compliance with Policy DM12, including at least 30% affordable housing (unless viability assessment shows otherwise) in accordance with policies CS8 and CS12. The mix and tenure types of housing will be determined through the master planning process;
- B) Development must respect the maintenance of separation between Ipswich and surrounding settlements which is important to the character of the area. This should be achieved by the effective use of Green Infrastructure to create a transition between the new development/Ipswich urban edge and the more rural landscape character of East Suffolk;
- C) The settings of the grade II Listed Westerfield House Hotel, Allens House, Laceys Farmhouse, and the Garden Store north of Villa Farmhouse must be preserved or enhanced as part of any future development of the site. Development must also have regard to its impact on the significance of non-designated heritage assets identified in the Heritage Impact Assessment (HIA) (September 2020). An archaeological assessment is also required. Any future planning applications will require an HIA demonstrating how the effects on heritage assets are taken into account and mitigated;
- D) A site specific Flood Risk Assessment will be required;
- E) Rows of trees covered by Tree Preservation Orders (TPOs) along the boundary with Westerfield House should be preserved unless there are overriding reasons for their removal;
- F) Current infrastructure requirements are as follows (subject to any additional infrastructure that may be identified as part of the planning application process):
 - a. Primary school places and an early years setting to meet the need created by the development;
 - b. Replacement sports facilities if required needed to comply with Policy DM5, other open space in compliance with the Council's Open Space Standards set out in Appendix 5 of the Core Strategy DPD and links to the Ipswich 'green trail' walking and cycling route around the edge of Ipswich;
 - c. ~~A layout and design that incorporates which also contributes positively to deliver benefits to both people and biodiversity and to help new developments deliver 10% biodiversity net gain; and~~
 - c. A project level Habitat Regulations Assessment will be required and Suitable Alternative Natural Greenspace (SANGs);
 - d. Landscaping and development proposals must take account of the Ipswich Wildlife Audit (2019) recommendations for the site, contribute positively to the enhancement of strategic green infrastructure both on and off the site in its vicinity as appropriate, include a 10% biodiversity net gain, and provide a soft edge to the urban area where it meets the countryside;
 - d. e. Transport measures including:
 - i. highway and junction improvements on Humber Doucy Lane and Tuddenham Road;
 - ii. walking and cycling infrastructure to link the site to key social and economic destinations including the town centre, and local services and facilities;
 - iii. public transport enhancements; and
 - iv. appropriate transport mitigation measures that arise from demand created by the development, in line with the ISPA Transport Mitigation Strategy;
 - f. Development will need to be phased and delivered in coordination with the delivery of the Ipswich Garden Suburb to ensure sufficient primary school capacity is provided to meet demand generated from the strategic allocation at the northern end of Humber Doucy Lane;
 - g. The development will be triggered by the ability to provide the necessary primary school capacity on the Red House element of Ipswich Garden Suburb or an agreement between the landowner and Suffolk County Council, as the Education Authority, to provide a primary school on the Humber Doucy Lane development;
 - h. As part of the master planning work, the opportunity for the provision of convenience retail on site should be assessed in order to reduce travel demand, taking into account any effects on the viability of existing local retail facilities; and

Policy ISPA4: Cross Boundary Working to Deliver Sites

i. A financial contribution to off-site healthcare facilities.'

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The allocation has excellent access to community facilities and sports facilities as well as several play areas, including Ipswich Rugby Club and Gretna Gardens Allotments. In addition, 40% of the site is allocated for secondary uses such as public open space. Whilst it is on the periphery of Ipswich, it is adjacent to existing residential development and would situate new residents within an existing community. The policy seeks to ensure at least 30% affordable housing is delivered on site and specifies that appropriate mix and tenure of housing will be determined through the master planning process.	+	S-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	The proposed development would provide approximately 449 new homes and seeks to achieve 30% affordable housing to ensure the housing requirements of the whole community is met.	+	S-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The nearest GP surgeries are approximately 1km south of the site, in and around the same area as Ipswich Hospital. Residents at the site would have excellent access to play areas, sports facilities as well as the countryside and a diverse range of natural habitats. The policy seeks to ensure that sports facilities are replaced if necessary. The proximity of the Site to various facilities may also encourage walking and cycling. Walking and cycling infrastructure will be provided to link the site to key social and economic services, encouraging residents to live more active and healthy lifestyles. In addition, the policy seeks to ensure financial contribution to off-site healthcare services are made to ensure new residents to the site have access to appropriate facilities.	++	S-LT	M
4 <i>To improve the quality of where people live and work</i>	++	The allocation would situate new residents away from major sources of noise, air and light pollution and would be likely to facilitate high quality and active lifestyles. The policy seeks to ensure 40% of the site is allocated for secondary uses such as open space and other green and community infrastructure which would be expected to result in benefits in relation to the quality of places.	++	S-LT	L
5 <i>To improve levels of education and skills in the population overall</i>	++	Residents here would be expected to be within approximately 2km of Rushmere Hall Primary School and within 1km of St Albans Catholic High School. Residents would also be in proximity to educational facilities delivered as part of the Ipswich Garden Suburb. The policy seeks to allocate primary schools places and early years to meet the need created through this proposed development.	++	S-LT	L
6 <i>To conserve and enhance water quality and resource</i>	-	There are several small streams in the area. The policy also seeks to ensure that 40% of the proposed development is allocated for open space, green or community infrastructure, and therefore, this provides opportunities for built development to be located away from watercourses within the site. The site is within the Groundwater Source Protection Zone 3. The policy requires the development to achieve 10% biodiversity net gain and to include the provision of green infrastructure which would help to reduce the risk of the development impacting water quality. Nevertheless, the proposed development of 449 dwellings would be expected to result in a net increase in water consumption.	O	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	-	The proposed development would be likely to result in a net increase in the number of vehicles and subsequently, could lead to a decrease in local air quality. The policy seeks to increase the provision of walking and cycling infrastructure and public transport enhancements to help residents use alternate transport modes to private car use. In addition, appropriate mitigation measures will be required to deal with the increased demand caused by the proposed development, which would be likely to further help combat transport-associated air pollution. Policy DM21 requires sustainable transport modes to be prioritised in new developments, including the use of electric vehicle charging points. DM12 encourages the use of green infrastructure and requires appropriate cycle storage in new developments.	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
8	To conserve and enhance soil and mineral resources	-	The site is largely comprised of previously undeveloped land. Although the proposal is for 40% of the site to be allocated for open space and green or community infrastructure, the proposed development would be expected to result in a net loss of agriculturally and ecologically valuable soil, potentially including Grade 2 ALC soils (i.e. BMV land). Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM18 requires contamination to be addressed in new developments.	-	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development would be expected to increase the amount of waste sent to landfill from this location. Given the broad area is greenfield, options for reusing buildings would be non-existent. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 requires appropriate waste facilities to be provided in new developments.	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in greenhouse gases. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site has good access to bus links, including those on Humber Doucy Lane. The nearest railway station is 2.5km south west at Derby Road. The Site is within 2km of central areas and various employment areas. The policy seeks to increase the provision of walking and cycling routes and enhancement to the public transport network which would help to decrease the number of vehicles on the road and reduce transport-associated greenhouse gas emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	+	The site is in Flood Zone 1 and is not at risk of surface water flooding (accurate in light of the SFRA March 2020). The policy requires a Flood Risk Assessment to be carried out on site, this will help ensure the development does not cause flooding in surrounding areas and will set out if there is a requirement for SUDS and appropriate locations for green infrastructure to alleviate potential flood risk. Policy DM4 would also be applicable to all sites, this requires SuDS, including through the use of green infrastructure where appropriate.	+	S-LT	M
12	Safeguard the integrity of the coast and estuaries	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	L
13	To conserve and enhance biodiversity and geodiversity	+	The policy requires 40% of the site to be allocated for open space and community or green infrastructure. Furthermore, the policy protects the row of trees covered by Tree Preservation Orders, requires a project-level Habitat Regulations Assessment to consider the potential requirement for Suitable Alternative Natural Greenspace, the development must take into account the Ipswich Wildlife Audit setting out requirements for strategic green infrastructure provision and a 10% biodiversity net gain on site.	+	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+	There are four Grade II Listed Buildings within 300m of the site: 'Everton School Westerfield House', 'Allens House', 'Laceys Farmhouse' and 'Garden Stone, 10 Metres North of Villa Farmhouse'. The policy seeks to ensure the settings of these four buildings are preserved and, where possible, enhanced. The policy also seeks to ensure the proposed development take into consideration potential impacts on the significance of non-designated assets identified in the allocation Heritage Impact Assessment. In addition, the policy requires an archaeological assessment to be carried out on site. The proposed development must respect the surrounding local character achieved through the effective use of green infrastructure.	+	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes	-	The landscape character of the site and its surroundings are characterised in the Settlement Sensitivity Assessment (2018). The proposed development could potentially alter the existing landscape character. The policy seeks to ensure that development respects and maintains the separation between Ipswich and surrounding settlements through the effective use of green infrastructure.	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>and townscapes</i>		Nevertheless, the proposed development would extend the built form into the countryside to some extent. It would be difficult to ensure all development in the site is in keeping with the local and distinctive character and views for sensitive receptors, including users of the local PRoW or outdoor sports facilities, would be likely to be altered. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate. Policy DM18 would be applicable which requires light pollution to be considered.			
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The proposed development would situate residents in proximity to multiple employment areas within 1km of the Site. The provision of associated infrastructure may help to make a positive contribution to the local economy.	+	S-LT	H
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	Site would situate new residents and create new jobs in proximity to retail and town centres in Ipswich and could be an opportunity to rejuvenate the current site use. The policy also states that if there is an opportunity, the provision of convenience retail on site should be considered.	++	S-LT	H
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	Site is within 500m of several bus stops and is 2.5km north east of Derby Road Railway Station. The site is in proximity to services, amenities, open spaces and employment areas. Pedestrian and cycle access, as well as access via the strategic road network, would be likely to be very good following the provision of necessary access infrastructure. The policy supports transport measures including highway and junction improvements, the enhancement of public transport routes, increased provision of walking and cycling infrastructure and ensuring that mitigation measures are carried out in accordance to the ISPA Transport Mitigation Strategy where impacts arise from the increase transport demand in the area.	++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	+	N/A	L

Following the assessment of Policy ISPA4 incorporating the Main Modifications, the SA effects have changed from minor positive '+' to major positive '++' in relation to education (SA Objective 5). In regard to water (SA Objective 6), the SA effects have changed minor negative in the Regulation 19 assessment to neutral in this SA Addendum. For both biodiversity (SA Objective 13) and cultural heritage (SA Objective 14) the Regulation 19 SA site assessment effects have changed from minor negative to minor positive. In respect to landscape (SA Objective 15) the identified site assessment effect has changed from major negative and now is assessed to be minor negative taking into account the Main Modifications.

	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & geodiversity	14 – Cultural heritage	15 – Landscapes & townscape	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19 – Policy ISPA4	+	++	+	+	+	+	-	-	O	-	+/-	O	-	+	-	++	++	+	O
R19 - Humber Doucy Lane (residual score)	+	+	++	++	+	-	-	-	-	-	+	O	-	-	-	+	++	++	+
MM (residual score)	+	+	++	++	++	O	-	-	-	-	+	O	+	+	-	+	++	++	+

3.1.4 Policy CS1: Sustainable Development

Policy CS1 has been amended to be clear and unambiguous and now includes reference to eight other policies set out in the Core Strategy.

Policy CS1: Sustainable Development

In Ipswich a comprehensive approach will be taken to tackling climate change and its implications through the policies of this plan. In particular, developers should address the requirements set out in Local Plan policies: CS2(h); CS5; CS16; DM1; DM2; DM4; DM5; DM6; DM9; DM12 and DM21 in order to comply with Objective 4 of the Core Strategy.

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 and jointly with applicants 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.'

Policy CS1 has been amended to ensure development is in accordance with:

- Policy CS2: The Location and Nature of Development; bullet point h) *“Development demonstrating principles of high quality architecture and urban design and which enhances the public realm, ensures the security and safety of residents and is resilient to climate change”*
- Policy CS5: Improving Accessibility
- Policy CS16: Green Infrastructure, Sport and Recreation
- Policy DM1: Sustainable Construction
- Policy DM2: Decentralised Renewable or Low Carbon Energy
- Policy DM4: Development and Flood Risk
- Policy DM5: Protection of Open Spaces, Sport and Recreation Facilities
- Policy DM6: Provision of New Open Spaces, Sport and Recreation Facilities
- Policy DM9: Protection of Trees and Hedgerows
- Policy DM12: Design and Character
- Policy DM21: Transport and Access in New Development

Policy DM1 states that development should meet the minimum water efficiency standard of 110 litres per person per day. By referencing this policy, Policy CS1 would be likely to improve the impact in relation to water from minor negative to neutral, as the addition of minimum waster standards would help to ensure water resources are controlled, however, the number of new residents in the Plan area would still put strain on water resources in the area.

Policy CS5 seeks to promote active travel and minimise travel in general, in particular car use. This would have positive effects in relation to air quality, reducing transport-associated emissions which lead to poor air quality. Policy DM21 aims to ensure new development would not result in a significant detrimental impact on air quality. Therefore, the previously identified minor negative impact in relation to air quality would be expected to be improved to a neutral impact.

Policies CS16, DM5 and DM6 seek to protect and increase the provision of open spaces and recreational facilities within Ipswich. By referring to these policies under Policy CS1, it would be expected that further benefits in relation to health, community cohesion and quality of places. However, minor positive effects have already been identified in regard to SA Objectives 1, 3 and 4, and therefore, the addition of these three policies would not alter the previously identified SA effects.

Policy DM2 aims of all new development of more than 10 dwellings or over 1,000sqm to provide at least 15% energy from decentralised and renewable or low carbon sources. By ensuring development is in accordance with this policy, Policy CS1 would be likely to have minor positive impact in regard to greenhouse gases, as the promotion of renewable energy sources would help to decrease the volume of energy produced via other modes which release greenhouses gases and contribute to climate change. In addition, Policy CS5 seeks to minimise the need to travel and enable safe travel by foot or cycling, thereby, reducing the use of vehicles and having further benefits in relation to greenhouse gas emissions.

The requirement for developers to be in accordance with the criteria of Policy DM4 would be expected to help ensure development is not located in areas of significant flood risk, ensuring the development is safe for people. Policy DM4 seeks to ensure development proposals do not increase the risk of flooding in surrounding areas and ensure suitable Sustainable Drainage Systems are in place to help mitigate surface water flood risk. Overall, the addition of referencing Policy DM4 under Policy CS1 would be likely to result in a minor positive impact in relation to flooding, an improvement from the previously identified minor negative impact.

All of the policies now referenced in Policy CS1 would be expected to have benefits, for example in relation to sympathetic design protecting the local landscape or protecting and enhancing biodiversity and ecological networks, but the previously identified SA impacts for all other SA Objectives would not be expected to alter as a result of the amendments.

Policy CS1	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & neodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	+	+	+	+	-	-	-	-	-	-	+	+	+	+	+	+	+	+
MM	+	+	+	+	+	-	-	-	-	-	-	+	+	+	+	+	+	+	+

3.1.5 Policy CS2: The Location and Nature of Development

Policy CS2 has been modified to be clear and ensure the Plan is effective. The policy was amended to be in accordance with Policy DM11 when considering open space and ecological networks. In addition, the policy has been amended to states that “residential development densities will be high in the town centre” and references the Council’s approach to density as set out in Policy DM23.

Policy CS2: The Location and Nature of Development

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

Policy CS2: The Location and Nature of Development

- a. Focusing new residential development and community facilities into the town centre, the Waterfront, Portman Quarter, and Ipswich Garden Suburb and into or within walking distance of the town's district centres, and supporting community development;
- b. Allocating sites for future development at the northern end of Humber Doucy Lane for housing and associated infrastructure, appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure, and working with East Suffolk Council to master plan development and ensure a comprehensive approach to its planning and delivery (see policy ISPA4);
- c. Working with neighbouring authorities to address housing need and delivery within the Ipswich housing market area;
- d. Focusing major new retail development into the Central Shopping Area with smaller sites identified in district centres;
- e. Focusing new office, hotel, cultural and leisure development into Ipswich town centre;
- f. Directing other employment uses (B4E(g) (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 and blue corridors, and protecting the countryside from inappropriate development in accordance with Policy DM11; and
- h. Development demonstrating principles of high quality architecture and urban design and which enhances the public realm, ensures the security and safety of residents and is resilient to climate change.

A sustainable urban extension to north Ipswich will be delivered subject to the provision of suitable infrastructure (see policy CS10 – Ipswich Garden Suburb).

Major developments within the town centre, Portman Quarter, Waterfront 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, or for residential use where this would itself diversify the land use mix provided by surrounding buildings and complies with other policies of the plan.

In the interests of maximising the use of previously developed land, residential development densities will be high in the town centre, Portman Quarter and Waterfront, medium in the rest of IP-One and in and around the district centres, and low elsewhere, provided that in all areas it ~~does not compromise~~ respects and responds positively to the heritage assets and the historic character of Ipswich. Further detail on the Council's approach to density is out in Policy DM23 The Density of Residential Development.

Policy DM11: Countryside seeks to ensure that development proposals in the defined countryside must respect the local character, maintain separation between settlements, does not result in isolated dwellings and contributes to the green trail and walking and cycling routes. By adding reference to Policy DM11, this modification helps to provide further detail on appropriate development in the countryside and would further help to protect and respect the local landscape character. Nevertheless, this change would not be expected to alter the minor positive effects already identified in relation to landscapes and townscapes.

Policy DM23: The Density of Residential Development sets out density limits, including a minimum density of 90 dwellings per hectare within Portman Quarter and Waterfront, and a minimum of 40 dwellings per hectare within the remainder of the IP-One, district centres and 800m around district centres. This change provides clarity on appropriate residential densities across the Borough; however, this change would not be expected to alter the previously identified SA effects.

The policy has also been amended to state that development "respects and responds positively to the heritage assets and historic character of Ipswich". This modification helps to provide clarity and ensure positive effects would arise in relation to heritage assets, however, this modification would not be expected to alter the previously identified minor positive impact in regard to cultural heritage.

Policy CS2	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	++	++	++	+	-	+	-	-	+	!	+	-	+	+	++	+	+	+
MM	+	++	++	++	+	-	+	-	-	+	!	+	-	+	+	++	+	+	+

3.1.6 Policy CS4: Protecting Our Assets

Policy CS4 focuses on conserving and enhancing built, heritage, natural and geological assets in Ipswich. The amendments to the policy seek to provide further clarity on the protection of biodiversity assets, and ensure the policy is clear and unambiguous.

Policy CS4: Protecting Our Assets

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

The Council will conserve, and promote the enjoyment of, the historic environment.

To this end, it will:

- i. conserve and enhance the character and appearance of conservation areas, by preparing and reviewing where necessary character appraisals and using them to guide decisions about development;
- ii. review the extent of conservation areas and designate any new areas or amend boundaries as appropriate;
- iii. conserve and enhance heritage assets within the Borough through the development management policies in this plan, the use of planning obligations to secure the enhancement and promotion of the significance of any heritage asset, the maintenance of a list of heritage assets of local importance, such as buildings or parks, and taking steps to reduce the number of heritage assets at risk;
- iv. Promote local distinctiveness and heritage assets through the publication and review of Supplementary Planning Documents (SPDs) including the Ipswich Urban Character SPD and the Development and Archaeology SPD; and
- v. Recognise the wider role heritage can play in regeneration, as a cultural, educational, economic and social resource.

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

- a. Applying full protection to international, national and local designated sites and protected and priority species;
- b. Requiring new development to incorporate provision for protecting and enhancing geodiversity interest and provide biodiversity net gain that is proportion to the scale and nature of the proposal. 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;
- c. Avoiding the loss of ancient woodland and ancient or veteran trees in accordance with national policy, and requiring new development to plant the veteran trees of the future using appropriate native species of local provenance;
- d. Supporting and securely funding the Greenways Project;
- e. Designating additional Local Nature Reserves where appropriate;
- f. Preparing and implementing management plans for Council owned wildlife sites;
- g. Identifying, protecting and enhancing an ecological network across Ipswich and linking into adjacent areas, and protecting and enhancing it in accordance with policy DM8, to maximise the benefits to the local of ecosystem services and providing biodiversity net gains beyond the level anticipated

Policy CS4: Protecting Our Assets

~~through the scale of development proposed. for biodiversity to enable delivery through development proportion to the scale of that development.~~

- h. Conserving and enhancing the natural beauty and special qualities of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and requiring development to respond to local landscape sensitivity;
- i. Preventing the spread of non-native invasive species by ensuring that an appropriate biosecurity proposal is adopted; and
- j. Protecting and enhancing valued soils.

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.

The policy aims to protect trees and biodiversity and now seeks to provide *“biodiversity net gains beyond the level anticipated through the scale of development proposed”*. The modifications would be expected to result in further benefits in relation to biodiversity and ecology within the Borough. The Regulation 19 SA Report identified Policy CS4 as having major positive effects in relation to biodiversity (SA Objective 13- Biodiversity and Geodiversity) and therefore, the SA effects have not altered.

Policy CS4	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & geodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure	
R19	+	○	+	+	○	+	+	++	+	+	+	+	++	++	++	+	+	+	+	○
MM	+	○	+	+	○	+	+	++	+	+	+	+	++	++	++	+	+	+	+	○

3.1.7 Policy CS5: Improving Accessibility

Policy CS5 focuses on improving accessibility within Ipswich, encouraging great use of public transport (bus and rail) as well as active modes (foot, bicycle). The amendments to the policy include a reference to Transport Statements and Assessments, including the Transport Mitigation Strategy. This will ensure the Policy CS5 is justified and consistent with national policy.

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. Transport Statements and Assessments should test the impact of development proposals on modal shift across the wider network and should demonstrate that they will support the achievement of at least a 15% modal shift, in accordance with the ISPA Transport Mitigation Strategy. The Council will work with the Highway Authority including through the Local Transport Plan and the Suffolk County Council Transport Mitigation Strategy, to manage travel demand in Ipswich and maximise sustainable transport solutions and in doing so will prioritise the development of an integrated cycle network.

The Council will support the expansion of electronic communications networks throughout the plan area as a means to support economic growth and enable home working, and thus reduce the need to travel.

The Council also recognises that some journeys will need to be made by car. The vitality and viability of the town centre depends on people being able to access it by a variety of modes. This will be managed through policies for car parking.

The Council will work with partners to promote the inclusive and age-friendly design of buildings, public spaces, highways and transport infrastructure.

Policy CS5	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	++	0	+	+	+	0	+	0	0	+	0	0	0	0	0	+	++	++	++
MM	++	0	+	+	+	0	+	0	0	+	0	0	0	0	0	+	++	++	++

The modifications to Policy CS5 would be expected to result in further benefits in relation to transport and movement within the Borough. The Regulation 19 SA Report identified Policy CS5 as having major positive effects in relation to transport and movement (SA Objective 18) and therefore, the SA effects have not altered.

3.1.8 Policy CS7: The Amount of New Housing Required

This policy has been amended to ensure the Plan is positively prepared in meeting the area’s objectively assessed housing needs, as identified in the most up to date Standard Method for calculating housing need. The numbers were updated to reflect the latest available information, but also were updated to include the 1,915 dwellings proposed at the Ipswich Garden Suburb. Overall, there is an increase in 15 dwellings per annum, and 270 dwellings across the Plan period.

Policy CS7: The Amount of New Housing Required

- The Council has a housing requirement of at least ~~8,040,280~~ 8,040,280 dwellings for the period 2018 - 2036. This equates to an annual average of at least ~~445,460~~ 445,460 dwellings. ~~The Council will, with its neighbours, keep this figure under review and consider any implications for meeting Ipswich need within the Ipswich Housing Market Area.~~
- The Council will secure the delivery of at least ~~445,460~~ 445,460 dwellings per year as an average across the plan period to meet need arising from Ipswich. At 1st April ~~2019-2020~~ 2019-2020, ~~223,644~~ 223,644 dwellings have had been completed since the start of the plan period, and ~~1,687,3,205~~ 1,687,3,205 dwellings (discounted figure) ~~are were~~ are under construction, ~~have had~~ have planning permission or ~~have~~ have a resolution to grant planning permission subject to a s106 agreement within the Borough.

The Council will additionally allocate land to provide for at least ~~6,400,4,431~~ 6,400,4,431 dwellings (net) in the Borough. The Ipswich Garden Suburb development will contribute significantly to meeting the housing needs of the Borough throughout the plan period. Sites are 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 and the northern end of Humber Doucy Lane. ~~700,650~~ 700,650 dwellings are expected to be delivered on ~~small~~ small windfall sites between ~~2022-2023~~ 2022-2023 and 2036 at a rate of 50 per year. The housing land supply for the plan period will consist of:

Housing Land Supply

Ipswich Garden Suburb (3,500 minus 232,205 <u>232,205</u> completions expected late 2036 and 4,888 <u>1,915</u> granted planning permission in January 2020)	3,268 <u>1,380</u>
Northern end of Humber Doucy Lane allocated through policy ISPA4	496 <u>449</u>
Site Allocations through policy SP2 of the Site Allocations Plan	2,750 <u>2,880</u>
Sub-total	6,514 <u>4,709</u>
Windfall sites 2022,2023 <u>2022,2023</u> – 2036 @ 50 p.a.	700 <u>650</u>
Total	7,214 <u>5,359</u>

- In accordance with the Planning Practice Guidance, the housing requirement will be stepped to reflect the period when delivery at the strategic site of Ipswich Garden Suburb is expected to take place. From 2024 to 2036, completions at Ipswich Garden Suburb will meet a significant proportion of the annual housing requirement. Delivery will also take place at the northern end of Humber Doucy Lane, appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure. The housing requirement will be stepped as follows:

- April 2018 – March 2024 300 p.a. x 6 years = 1800
- April 2024 – March 2036 ~~518~~ 540 p.a. x 12 years = ~~6216~~ 6480

In order to boost delivery in Ipswich, the land supply will include a contingency of at least 10% over the housing requirement of ~~8040~~ 8280 dwellings. This excludes the Opportunity Sites identified through Policy SP4SP20.

The amendments to Policy CS7 include an increase of 270 dwellings in Ipswich over the Plan period. An increase in dwelling numbers can have knock-on effects including more pressure on local services and the local road network. Nevertheless, the changes set out in this policy would not be expected to significantly alter the SA effects identified in the Regulation 19 SA Report because this is over a 18-year period.

Policy CS7	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & green infrastructure	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	++	+	+/-	+/-	-	-	+	-	-	+/-	+	+	+	+	+	++	++	++
MM	+	++	+	+/-	+/-	-	-	+	-	-	+/-	+	+	+	+	+	++	++	++

3.1.9 Policy CS10: Ipswich Garden Suburb

Policy CS10 focuses on the Ipswich Garden Suburb, which consists of 195ha of land to be developed comprehensively as a garden suburb of three neighbourhoods, as outlined below.

The amendments to the policy include several changes in the requirements of each area of land use. For example, the Country Park will be a minimum of 24.5ha, and at least 3,295 (out of 3,500) residential homes will be developed within the Plan period. The amendment makes more specific what the road bridge over the railway is designed to serve, i.e. to link the Henley Gate and Fonnereau neighbourhoods. The amendments ensure Policy CS10 is clear and unambiguous, as well as ensuring it is consistent with national policy.

The development proposals at Ipswich Garden Suburb now have to have regard to the principles, objectives and vision of the adopted SPD rather than be in accordance with the SPD. However, developers should positively facilitate and not prejudice the development of other phases of the Ipswich Garden Suburb area and meet the overall vision for the comprehensive development of the area as set out in the SPD.

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.

The site, identified on the policies map, consists of 195ha of land which will be developed comprehensively as a garden suburb of three neighbourhoods: Henley Gate neighbourhood (east of Henley Road and north of the railway line), Fonnereau neighbourhood (west of Westerfield Road and south of the railway line) and Red House 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, sport and recreation facilities including dual use playing fields	40
A Country Park (additional to the public open space above)	24.5 (minimum)
Residential development of approximately 3,500 dwellings (of which at least 3,295 dwellings would be within the plan period)	100

Policy CS10: Ipswich Garden Suburb

<p>A District Centre located within Fonnereau Neighbourhood, providing:</p> <ul style="list-style-type: none"> 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; <p>Up to 1,320 sq m net of services uses including non-retail Use Class A1, plus A2 to A5 uses <u>to include only restaurants, cafes, offices, public house and hot food takeaway uses;</u></p> <ul style="list-style-type: none"> iv. Healthcare provision; v. A library; vi. A police office; vii. A multi-use community centre; and <p>Residential accommodation in the form of appropriately designed and located upper floor apartments.</p>	3.5
<p>Two Local Centres located in Henley Gate and Red House neighbourhoods, together providing:</p> <ul style="list-style-type: none"> i. Up to 500 sq m net of convenience retail floorspace <p>Up to 600 sq m net of comparison retail floorspace; and</p> <p>Up to 500 sq m net of service uses including non-retail Use Class A1, plus Classes A2 to A5 <u>to include only restaurants, cafes, offices, public house and hot food takeaway uses;</u> and</p> <p>Community Centre use (which could include Country Park Visitor Centre use) located in Henley Gate</p>	1.5 including 0.5ha per local centre in the Henley Gate and Red House neighbourhoods and 0.5ha within the Henley Gate neighbourhood for the country park visitor centre and community centre.
A secondary school within the Red House neighbourhood with access from Westerfield Road	9
Three primary schools (one in each neighbourhood)	6
<u>Primary road infrastructure, including a road bridge over the railway to link the Henley Gate and Fonnereau neighbourhoods</u>	<u>5</u>

The broad distribution of land uses is indicated on the Policies Map. The detailed strategic and neighbourhood infrastructure requirements for the development are included in Table 8B in Chapter 10. Triggers for their delivery will be identified through the Ipswich Garden Suburb Infrastructure Delivery Plan.

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 detail how the proposed development and identified strategic and neighbourhood infrastructure will be sequenced and delivered within the proposed schemes.

Overall, the Council will seek 31% affordable housing at Ipswich Garden Suburb. For each individual application, the level of affordable housing should be the maximum compatible with achieving the overall target and achieving viability, as demonstrated by an up to date viability assessment which has been subject to independent review. The re-testing of the viability will occur pre-implementation of individual applications within each neighbourhood. Each phase of development will be subject to a cap of 35% affordable housing. The Council will seek a mix of affordable dwelling types, sizes and tenures in accordance with policies CS8 and CS12.

An Ipswich Garden Suburb supplementary planning document (SPD) has been adopted, which will:

- 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~~ guide 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.

Development proposals will be required to demonstrate ~~that they are in accordance with the SPD~~ how they have had regard to the principles, objectives and vision of the adopted SPD. They should positively facilitate and not

Policy CS10: Ipswich Garden Suburb

prejudice the development of other phases of the Ipswich Garden Suburb area and meet the overall vision for the comprehensive development of the area as set out in the SPD.

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 Policy 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.'

The policy was amended to state that proposal must *“have regard to principles, objectives and vision”* of the Ipswich Garden Suburb SPD, rather than be *“in accordance with”*. This wording change would not 'require' development proposals to follow the principles set out, but 'should' follow them. This decreases the certainty that these principles and benefits would occur. Nevertheless, the criteria set out in the policy would be expected to result in positive SA effects. Therefore, the modifications to Policy CS10 are minor and would not be expected to result in changes to previously identified SA effects outlined within the Regulation 19 SA Report.

Policy CS10	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & natural diversity	14 – Cultural heritage	15 – Landscapes & towns/countryside	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	++	++	++	++	++	-	-	-	-	-	+	O	+	-	-	++	++	++	++
MM	++	++	++	++	++	-	-	-	-	-	+	O	+	-	-	++	++	++	++

3.1.10 Policy CS11: Gypsy and Traveller Accommodation

Policy CS11 has been modified to include the allocation of Gypsy and Traveller sites IP400a and IP400b to meet the potential pitch need within the Borough. The Inspectors requested the Council to allocated West Meadow as Gypsy and Traveller sites.

Policy CS11: Gypsy and Traveller Accommodation

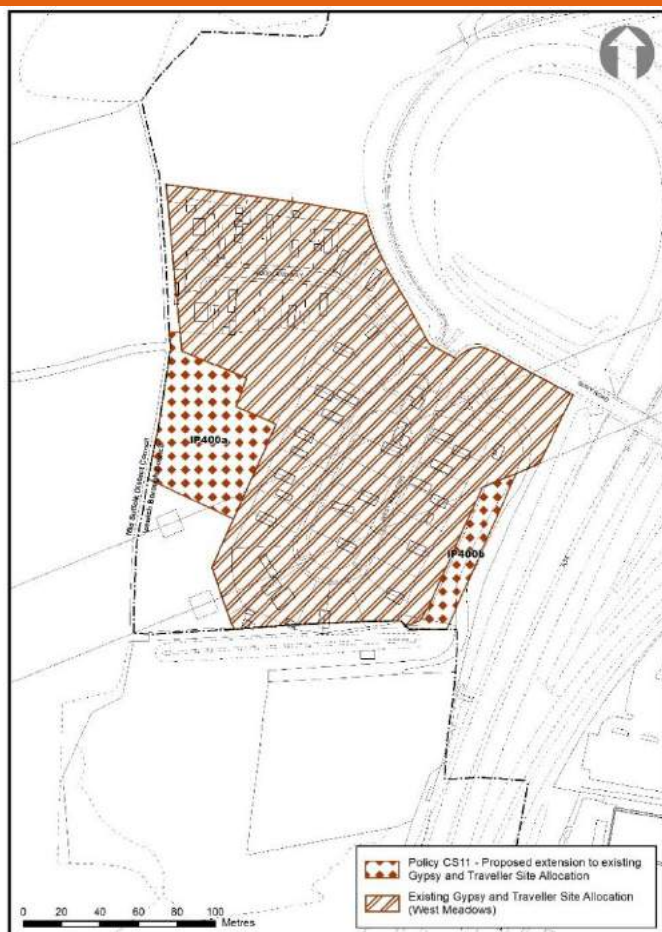
Provision will be found made within the Ipswich Borough ~~where possible~~ for additional permanent pitches land to meet the need for ~~27~~13 permanent pitches for Gypsy and Traveller accommodation from 2021 to 2036, as identified through the Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Needs Assessment 2017, updated to reflect changes in need and provision at 2020. ~~Where sites cannot be found within the Borough, the Council will work with neighbouring authorities to secure provision.~~

The existing sites currently providing pitches for Gypsies and Travellers at West Meadows and Henniker Road are identified on the Policies Map and are protected for that use.

Two extensions to the existing West Meadows Gypsy and Traveller site are allocated, as shown on the Policies Map:

- IP400a - an extension is proposed to the west of the existing site (0.38ha); and
- IP400b - to the east of the existing site (0.12ha)

Policy CS11: Gypsy and Traveller Accommodation



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Illustrative map of proposed allocations to be included in the Policies Map

These will ensure that the pitch requirements to meet the needs of Gypsies and Travellers in the period 2021-2036 can be met and that the site as a whole can meet Government design requirements and expectations. Sufficient land will therefore be available at the West Meadow site to accommodate the need for 13 additional pitches to the end of the plan period and to provide some additional flexibility if demand for additional pitches changes over the plan period.

However, provision of smaller sites for family groups better meets the identified needs of Gypsies and the travelling community in Ipswich. This is the preferred option, to ensure greater social cohesion with the settled community. It is anticipated that ~~this~~ such sites will be delivered through working closely with the gypsy and travelling community to bring forward appropriate planning applications.

If Pitch provision is not delivered as anticipated, progress does not move forward, the Council will conduct a focussed review within 5 years and the results of this would feed into the next local plan as positive allocations.

Applications for the provision of permanent pitches will be considered against the following criteria:

- a. ~~_____~~ The existing level of local provision and need for sites;
- b. ~~_____~~ The availability (or lack) of alternative accommodation for the applicants; and
- ~~c.~~ Applications for the provision of permanent pitches from or on behalf of persons ~~Other personal~~ circumstances of the applicant, including the proposed occupants ~~must meeting~~ the definition of Gypsy or Traveller will be supported subject to satisfying the criteria below:

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

- a) The site should be located:

Policy CS11: Gypsy and Traveller Accommodation

- i. where it would be well served by the road network; and
 - ii. where it would be well related to basic services including the public transport network.
- b) The site should be:
- i. accessible safely on foot, by cycle and by vehicle;
 - ii. free from flood risk and significant contamination;
 - iii. safe and free from pollution;
 - iv. capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities;
 - v. proportionate in size to any nearby settlements, to support community cohesion; and
 - vi. 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. heritage assets including their setting; and
 - v. the ~~physical and social~~ infrastructure and services 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 other local authorities in Suffolk to deliver identified needs for short stay stopping sites within Suffolk. 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.~~

~~Sites currently used by Gypsies and Travellers are identified on the policies map and are protected for that use.~~

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP400a +	The proposed development at each site would situate new residents in proximity to an existing Gypsy and Traveller community. The sites are located nearby to employment opportunities and some key services. The nearest bus stop is located an approximate ten-minute walk away at Asda. Services from this bus stop go into Ipswich centre where other services and amenities can be found. In addition, Policy CS11 seeks to support community cohesion. This policy would therefore be likely to help ensure new residents do not feel excluded.	IP400a +	S- LT	L
		IP400b +		IP400b +	S- LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP400a +	Sites IP400a and IP400b together would deliver 13 permanent pitches for Gypsy and Traveller accommodation.	IP400a +	S- LT	L
		IP400b +		IP400b +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP400a -	The sites are located approximately 6.8km north west of Ipswich Hospital. The nearest medical centre is Whitton Clinic, located 1.4km south east of the sites off Meredith Road. Whitton Sports & Community Centre is located 1km to the east. The clinic and sports centre are a less than 30-minute walk from the sites, but Ipswich Hospital is an approximately hour bus journey from the sites. Due to the isolated location of sites IP400a and IP400b, residents would be likely to travel by car and have few opportunities to travel via walking or cycling. Policy CS11 does seek to ensure there is safe access vis foot, cycle and vehicle. In addition, the site is not located near any open space. Open space should be provided within the site. This is covered by Policy DM6.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
4	<i>To improve the quality of where people live and work</i>	IP400a -	IP400a and IP400b would situate residents adjacent to the A14 which would be likely to be a source of noise, air and light pollution. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
5	<i>To improve levels of education and skills in the population overall</i>	IP400a +	The nearest primary schools is The Beeches Community Primary School, located approximately 1.3km south east. There are two secondary schools within 30-minute walk or bus journey to the sites: Ormiston Endeavour Academy to the east and Westbourne Academy to the south east.	IP400a +	S- MT	L
		IP400b +		IP400b +	S- MT	L
6	<i>To conserve and enhance water quality and resource</i>	IP400a -	Both sites are in Groundwater Source Protection Zone 3. The development proposed would be likely to result in a slight increase in water consumption. None of the two sites coincide with, are adjacent to or are within 100m of a water body. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
7	<i>To maintain and where possible improve air quality</i>	IP400a -	The proposed development at each location could potentially result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is reasonable, which may help to limit increases in air pollution associated with road transport, but pedestrian and cycle routes from the sites are not particularly safe. Policy DM21 requires sustainable transport modes to be prioritised in new developments, including the use of electric vehicle charging points. DM12 encourages the use of green infrastructure and requires appropriate cycle storage in new developments.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
8	<i>To conserve and enhance soil and mineral resources</i>	IP400a -	IP400a and IP400b would result in the loss of greenfield that contain ecologically valuable soils and potentially agriculturally important soil (Grade 3 ALC). Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM18 requires contamination to be addressed in new developments.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
9	<i>To promote the sustainable management of waste</i>	IP400a -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Policy CS11 does require the sites to include waste disposal and recycling facilities. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 requires appropriate waste facilities to be provided in new developments.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
10	Reduce emissions of GHG from energy consumption	IP400a -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The sites have reasonable access to public transport options and good access to the local road network.	IP400a -	S- LT	L
		IP400b -	Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.	IP400b -	S- LT	L
11	Reduce vulnerability to climatic events and flooding	IP400a +	The sites are in Flood Zone 1 and are not at risk of surface water flooding.	IP400a +	S- LT	L
		IP400b +		IP400b +	S- LT	L
12	Safeguard the integrity of the coast and estuaries	IP400a O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP400a O	N/A	L
		IP400b O		IP400b O	N/A	L
13	To conserve and enhance biodiversity and geodiversity	IP400a +	None of the sites would be expected to have a discernible impact on a designated biodiversity asset. The sites have little biodiversity or ecological value at present. Policy CS11 seeks to ensure that the proposed development would be “ <i>designated to protect their nature conservation, ecological networks, geological or landscape qualities</i> ”. Policy DM8 would apply, which requires the development to achieve biodiversity net gain.	IP400a +	S- LT	L
		IP400b +		IP400b +	S- LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP400a O	Neither of the sites would be expected to have a discernible impact on a designated heritage asset. Policy CS11 seeks to ensure that development does not result in adverse impact on heritage assets and their settings.	IP400a O	N/A	L
		IP400b O		IP400b O	N/A	L
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP400a O	IP400a and IP400b would not be expected to have a discernible impact on a landscape character. Policy CS11 seeks to ensure development does not adversely impact residential amenity or the appearance and character of the open countryside. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate. Policy DM18 would be applicable which requires light pollution to be considered.	IP400a O	N/A	L
		IP400b O		IP400b O	N/A	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	IP400a +	IP400a and IP400b would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP400a +	S- LT	L
		IP400b +		IP400b +	S- LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	IP400a -	The sites are relatively inaccessible in their current condition, situated across from the A41. They are in reasonable proximity to industrial estates but have limited access to town and retail centres.	IP400a -	S- LT	L
		IP400b -		IP400b -	S- LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP400a O	IP400a and IP400b are relatively inaccessible to local services in their current condition, situated across from the A41. Policy CS11 aims to ensure development at the sites are accessible safely by foot, cycle or vehicle, is well-served by the road network and public transport.	IP400a O	N/A	L
		IP400b O		IP400b O	N/A	L
19	To ensure that the digital infrastructure	IP400a +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	IP400a +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
available meets the needs of current and future generations	IP400b +	Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	IP400b +	S-LT	L

As the Regulation 19 SA Report assessed Policy CS11 which did not include a Gypsy and Traveller site allocation, the SA effects identified within this SA Addendum are different from those previously identified and changes in effects cannot be compared.

Primarily due to the isolated location of sites IP400a and IP400b, minor negative effects have been identified against some of the SA Objectives as new residents would have somewhat limited access to essential services and would in many circumstances have to travel by private vehicle to reach these facilities.

The Council have sought to allocate all sites that are suitable, available, and achievable based on the SHELAA, and therefore, no reasonable alternative gypsy and traveller sites were identified.

3.1.11 Policy CS12: Affordable Housing

Policy CS12 focuses on affordable housing, and the modification provides clarification on when affordable housing provision is required. A reference to where the definition of affordable housing can be found is also contained within the policy text. Policy CS12 has been modified for soundness, to ensure the Plan is justified based on evidence and consistent with national policy.

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. Outside the Ipswich Garden Suburb and the northern end of Humber Doucy Lane, this will be achieved by requiring major new developments of 15 dwellings or more (or on sites of 0.5ha or more) to provide for at least 15% on-site affordable housing by number of dwellings. The requirement for affordable housing does not apply to developments composed of 65% or more flats on brownfield sites.

At least 60% of affordable housing provision shall consist of affordable housing for rent including social rent and the remainder affordable home ownership.

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 affordable home ownership, in accordance with national policy or where:

- a. 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
- b. An accepted independent review of development viability finds that alternative provision on viability grounds is justifiable; and
 - c. The resultant affordable housing provision would ensure that the proposed development is considered sustainable in social terms through its delivery of housing integration, with particular regard to meeting the identified need for small family dwellings where these can reasonably be integrated into the scheme.

The presumption will be in favour of on-site provision rather than the payment of commuted sums in lieu of provision. Affordable housing should be integrated into developments and should not be readily distinguishable from market housing.

Affordable housing is defined in Appendix 5 of this document.

The modifications to Policy CS12 will reduce the potential for affordable housing in the lower value zone of the Council’s Local Plan Viability Assessment which by its nature will be likely to be in areas of higher deprivation. The Council’s approach is designed to reflect the findings of the whole plan viability assessment which demonstrated that sites comprising largely of flats are unviable. Therefore the actual levels of affordable housing in reality are unlikely to be significantly different from the policy without the amendment.

Policy CS12	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & geodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	++	++	+	+	○	○	○	○	○	○	○	○	○	○	○	+	+	+	○
MM	++	++	+	+	○	○	○	○	○	○	○	○	○	○	○	+	+	+	○

3.1.12 Policy CS13: Planning for Job Growth

The amendments to Policy CS13 ensure the Plan is prepared in meeting employment needs, as well as being consistent with national planning policy. The modification recognises the fact that there is a need to plan for a range and choice of sites to meet the needs of different potential employers. The amendment ensures that the plan is clear and unambiguous.

Policy CS13: Planning for Job Growth

The Council will promote sustainable economic growth in the Ipswich Strategic Planning Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of approximately 9,500 jobs in the Borough between 2018 and 2036 by:

- i. allocating a range and choice of sites amounting to at least 23.2ha of land for employment development (in Use Classes B4-E(g), B2 and B8) through the Site Allocations and Policies (incorporating IP--One Area Action Plan) Development Plan Document. Conditions to prevent changes of use from employment uses) to non-employment uses in Use Class E(g) may be applied to permissions where this is necessary and reasonable in line with national policy;
- ii. protecting land for employment uses in existing employment areas defined on the policies map, including the function and strategic role of the port to Ipswich;
- iii. 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;
- iv. supporting the continued growth of the University of Suffolk and Suffolk New College in order to raise skills and qualifications levels in the workforce; and
- v. taking a lead with local partners to ensure that coordinated action is taken to encourage sustainable economic growth and protect local jobs, through implementing local and sub-regional economic strategies.

The policy aims to promote economic growth in the Borough. The modifications would be expected to result in further benefits in relation to employment within the Borough. The Regulation 19 SA Report identified Policy CS13 as having major positive effects in relation to growth and prosperity (SA Objective 16) and therefore, the SA effects have not altered.

Policy CS13	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & geodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	++	○	○	+	++	○	○	○	○	○	+	○	○	+	○	++	++	+	+
MM	++	○	○	+	++	○	○	○	○	○	+	○	○	+	○	++	++	+	+

3.1.13 Policy CS17: Delivering Infrastructure

The amendments to Policy CS17 include a reference to Policy CS5. The policy has been modified to ensure the Plan is positively prepared in meeting the development needs to the Borough.

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 in order to meet the requirements of Policy CS5 in relation to wider modal shift objectives, development proposals will include off-site works or financial contributions towards delivery of sustainable transport improvements. 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, and it is not anticipated that the infrastructure will be provided through CIL, the development will be required to contribute proportionately through a Section 106 Agreement commuted sum, or other mechanism as agreed with the Council.

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 3:

1. highways and transport, including measures to achieve modal shift;
2. childcare, early years and education;
3. health including acute care 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 and accessibility improvements between the Central Shopping Area, Waterfront and railway station;
- measures to increase and maximise east-west capacity in the public 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 and key acute inpatient and outpatient facilities;
- water management infrastructure;
- new primary electricity substation in Turret Lane;
- town centre environmental enhancements; and
- ultrafast broadband and the opportunity for full fibre broadband to the premises (FTTP).

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

Policy CS17: Delivering Infrastructure

The Council will seek contributions to ensure that the mitigation measures identified in the Habitats Regulations Assessment and in the Recreational Avoidance and Mitigation Strategy can be addressed and delivered, including for any measures not classified as infrastructure.

The modifications to Policy CS17 are minor and would not be expected to result in changes to previously identified SA effects outlined within The Regulation 19 SA Report.

Policy CS17	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & rewilding	14 – Cultural heritage	15 – Landscapes & towns/canals	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	○	++	+	++	+	+	○	○	+	++	○	+	++	+	++	++	++	++
MM	+	○	++	+	++	+	+	○	○	+	++	○	+	++	+	++	++	++	++

3.1.14 Policy CS19: Provision of Health Services

Policy CS19 has been modified to ensure the Plan is positively prepared to meet the development and infrastructure needs of the Borough and to ensure the policy is clear and unambiguous. Amendments to Policy CS19 include an update to the ancillary uses to include further inpatient and outpatient accommodation and facilities.

Policy CS19: Provision of Health Services

The Council safeguards and supports the development of the site of the Heath Road Hospital Campus, ~~which is~~ as defined on the policies map, for healthcare and ancillary uses. Ancillary uses may include:

- Further inpatient and outpatient accommodation and facilities;
- Staff accommodation;
- Residential care home;
- Intermediate facilities;
- Education and teaching centre; ~~or~~ and
- Therapies centre;

Proposals for new and improved healthcare and ancillary facilities at ~~the~~ Heath Road Hospital Campus site will be supported, provided ~~that~~ they would not compromise the future delivery of health services at the site. This would be demonstrated through proposals being accompanied by a detailed master plan and a medium to long term strategy for healthcare provision at the site that includes a satisfactory travel plan and measures to address associated local car parking issues.

Proposals to develop additional, new, extended or relocated local health facilities such as GP surgeries will be supported 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 sustainable 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.

The modifications to Policy CS19 would be expected to result in further benefits in relation to health within the Borough due to the Council's support of the development of the Heath Road Hospital Campus site. The Regulation 19 SA Report identified Policy CS19 as having major positive effects in relation to health (SA Objective 3) and therefore, the SA effects have not altered.

Policy CS19	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure	
R19	+	+	++	○	+	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
MM	+	+	++	○	+	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

3.1.15 Policy DM4: Development and Flood Risk

Policy DM4 has been modified to ensure alignment with national planning policy and guidance, as well as to ensure it is clear and unambiguous. The changes to Policy DM4 would further support the Councils aim to minimise flood risk and ensure the development is safe for local residents.

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. the sequential test set out in national policy is met, other than on allocated sites where the sequential test will not need to be repeated for uses consistent with the allocation;

b. if it is not possible for the development to be located in a zone at lower risk of flooding, that the sustainability benefits would outweigh the flood risk and the development will remain safe for people for its lifetime;

~~ac.~~ it does will not increase the overall risk of all forms of flooding in the area or elsewhere, through the mitigation of flood risk in the layout, design and form of the development and where practicable the appropriate application of Sustainable Drainage Systems (SuDS);

~~bd.~~ that no surface water connections are made to the foul system and connections to the combined or surface water system is-are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);

~~ee.~~ that adequate sewage treatment capacity and foul drainage already exists or can be provided in time to serve the development;

~~ef.~~ it will be adequately protected from flooding in accordance with adopted standards of the Suffolk Flood Risk Management Strategy;

~~e.~~ It is and will remain safe for people for the lifetime of the development; and

~~fg.~~ it includes water efficiency measures such as water re-use, stormwater or rainwater harvesting, or use of local land drainage water where practicable; and

~~gh.~~ it does not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.

Applications should be supported by site-specific flood risk assessments as required.

The Development and Flood Risk Supplementary Planning Document provides relevant guidance on what constitutes safe development.

Policy DM4 aims to minimise flood risk and ensure that development is safe for local residents. Amendments to include the fact that “*applications should be supported by a site-specific flood risk assessment as required*” reiterate the Council’s intention to ensure all developments are safe for local residents, by providing comprehensive assessments, where required.

The modifications would be expected to result in further benefits in relation to flooding. The Regulation 19 SA Report identified Policy DM4 as having major positive effect in relation to flooding (SA Objective 11) and therefore, the SA effects have not altered.

Policy DM4	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & green diversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure	
R19	○	+	○	+	○	++	○	○	○	○	++	+/-	+	○	○	○	○	○	○	○
MM	○	+	○	+	○	++	○	○	○	○	++	+/-	+	○	○	○	○	○	○	○

3.1.16 Policy DM5: Protection of Open Spaces, Sport and Recreation Facilities

Amendments to Policy DM5 to provide clarity on the open spaces, sports and recreational facilities protected by the policy by included reference to the policies map. This ensures the Policy is clear and unambiguous.

Policy DM5: Protection of Open Spaces, Sport and Recreation Facilities

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

- the site or facility is surplus in terms of all the functions an open space can perform, and is of low value, poor quality and there is no longer a local demand for this type of open space or facility, as shown by the Ipswich Open Space, Sport and Recreation Facilities Study 2009 (as updated in 2017) and subsequent update; or
- alternative and improved provision would be made in a location well related to the users of the existing facility; or
- the development is for alternative sports and recreation provision, the need for which clearly outweighs the loss.

The open space, sports and recreational facilities protected by this policy include all the different types shown on the Policies Map including playing fields, allotments and country park.

The modifications to Policy DM5 are minor and would not be expected to result in changes to previously identified SA effects outlined within The Regulation 19 SA Report.

Policy DM5	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & green diversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure	
R19	+	○	+	+	○	○	○	+	○	○	○	○	○	○	+	○	○	○	○	○
MM	+	○	+	+	○	○	○	+	○	○	○	○	○	○	+	○	○	○	○	○

3.1.17 Policy DM8: The Natural Environment

Policy DM8 has been amended to provide further protection to the natural environment, as the policy now states that where development has the potential to impact a SPA, SAC or Ramsar site, a Habitats Regulation Assessment will be required, and financial contributions will be required as identified through the Recreational Disturbance Avoidance Mitigation Strategy.

In addition, Policy DM8 has been amended to provide further protection to Local Nature Reserves, County Wildlife Sites and geological sites. The policy includes detail to outline that planning application will not be granted “if the harm (to locally designated County Wildlife Sites, Local Nature Reserves and geological sites) cannot be avoided, adequately mitigated, or, as a last resort, compensated for”. Modifications ensure the policy is clear and unambiguous.

Policy DM8: The Natural Environment

All development must incorporate measures to

provide net gains for biodiversity. Proposals which would result in significant harm or net loss to biodiversity, having appropriate regard to the 'mitigation hierarchy', will not normally be permitted.

Sites of International and National Importance

Proposals which would have an adverse impact on European protected sites will not be permitted, either alone or in combination with other proposals, unless imperative reasons of overriding public interest exist in accordance with the provisions of the European Habitats Directive.

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

Any development with the potential to impact on a Special Protection Area, or Special Area for Conservation or Ramsar site within the Borough will need to be supported by information to inform a Habitat Regulations Assessment, in accordance with the Conservation of Habitats and Species Regulations 2017, as amended (or subsequent revisions).

Financial contributions will be secured in relation to the avoidance and mitigation of impacts of increased recreation, to contribute towards the provision of strategic mitigation as established through the Recreational Disturbance Avoidance and Mitigation Strategy.

Where mitigation is proposed to be provided through alternative mechanisms, applicants will need to provide evidence to demonstrate that all impacts are mitigated, including in-combination effects. Depending on the size and location of the development, additional measures such as Suitable Alternative Natural Greenspaces (SANGS) may be required as part of development proposals.

Local Nature Reserves and County Wildlife Sites

Planning permission will not be granted for development that would result in damage or loss in extent or otherwise have a significant adverse effect on: ~~(locally designated County Wildlife Sites and geological sites);~~ Local Nature Reserves; or Local Wildlife Sites, ~~unless if the harm cannot be avoided, adequately mitigated, or, as a last resort, compensated for, mitigated by appropriate measures.~~

Enhancements for protected sites will be required from new development.

Priority Habitats and Species

Development which could harm, directly or indirectly, species, which are legally protected, or species and habitats that have been identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures.

Development must include enhancements for protected and priority species as part of their design and implementation.

Enhancing Ecological Networks

The Council will enhance the ecological network across the Borough as identified on Plan 5. The designated sites are ranked 1 and 2 High Conservation Value. 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 that would fragment the corridor function will not be permitted unless there is adequate mitigation.

Policy DM8: The Natural Environment

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

The modifications would be expected to result in further benefits in relation to biodiversity and ecology within the Borough. The Regulation 19 SA Report identified Policy DM8 as having major positive effects in relation to biodiversity and coast and estuaries (SA Objective 13 and SA Objective 12 respectively) and therefore, the SA effects have not altered.

Policy DM8	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & nondiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure	
R19	+	○	+	○	○	+	+	+	○	+	+	++	++	+	+	○	○	○	○	○
MM	+	○	+	○	○	+	+	+	○	+	+	++	++	+	+	○	○	○	○	○

3.1.18 Policy DM12: Design and Character

Policy DM12 has been amended to ensure consistency with national policy. This includes requirements for improving the character of local communities through *“including green roofs, walls and other measures to ensure the urban environment becomes greener and healthier”*. In addition there is reference to public safety in criteria b) which states: *“create safe and secure communities by complying with the relevant secure by design guidance where appropriate to do so and taking account of building safety requirements under other legislation from the outset, including fire safety, access for emergency services and safe access for evacuation”*.

Policy DM12: Design and Character

The Council will require all new development to be well-designed and sustainable. In the plan area this will mean layouts and designs that provide a safe, and attractive public realm capable of being used by all. They will:

- Form areas which function well by integrating residential, working and community environments and which fit well with adjoining areas;
- create safe and secure communities by complying with the relevant secure by design guidance where appropriate to do so and taking account of building safety requirements under other legislation from the outset, including fire safety, access for emergency services and safe access for evacuation;
- include useable public spaces for all (including pedestrians, cyclists and people with disabilities) that are easily understood and easy to pass through;
- introduce greener streets and spaces to contribute to local biodiversity net gain, visual amenity, and health and well-being, and offset the impacts of climate change; This could include green roofs, walls and other measures to ensure the urban environment becomes greener and healthier;
- incorporate cycle and waste storage, public transport infrastructure and car parking (including electric vehicles) if appropriate, all designed and integrated in a way that supports the street scene and safeguards amenity and allows sufficient permeability for public transport, refuse collection and emergency vehicles;
- in residential development of 10 or more dwellings, 25% of new dwellings will be required to be built to Building Regulations standard M4(2). The Council will consider waiving or reducing the requirement where the circumstances of the proposal, site or other planning considerations mean it is not possible to accommodate the requirement and/or in cases where the requirement would render the development unviable.
- Proposals should also respect and promote the special character and local distinctiveness of Ipswich by:
 - protecting and enhancing significant views that are considered to be important or worthy of protection, including those set out in the Ipswich Urban Character Studies, Conservation Area Appraisal and Management Plans, as well as the setting of any heritage assets. The design should

Policy DM12: Design and Character

help to reinforce the attractive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene;

- i. ensuring good public realm design that enhances the streetscape and protects and reinforces a sense of place, through the appropriate use of public art, bespoke paving, street furniture and soft landscaping; and
- j. ensuring good architectural design that responds to and reflects its setting, is sustainable, accessible and designed for long life by being capable of adaptation to changing needs and uses over time and demonstrate the principles of dementia-friendly design.

Designs that do not adequately meet or address these criteria will be refused.

Although the amendments would be expected to result in benefits in relation to health (improved access for emergency services) and biodiversity (the provision of green roofs), the modifications to Policy DM12 would not be expected to result in changes to previously identified SA effects outlined within the Regulation 19 SA Report.

Policy DM12	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & nondiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	+	+	++	O	+	+	+	+	+	+	+	+	+	++	O	O	++	O
MM	+	+	+	++	O	+	+	+	+	+	+	+	+	+	++	O	O	++	O

3.1.19 Policy DM13: Built Heritage and Conservation

Amendments to Policy DM13 further emphasise the importance of protecting designated heritage assets. The modifications ensure that the Policy is clear, unambiguous and consistent with national policy.

Policy DM13: Built Heritage and Conservation

Proposals for new development must consider the impacts on the historic built environment which makes Ipswich such a distinctive town, seek opportunities for enhancement of the town’s heritage, and respond to the historic pattern of development and character of the area and comply with the requirements of the NPPF.

Designated Heritage Assets

The Council will refuse consent for development that will lead to substantial harm to (or total loss of significance of) a designated heritage asset, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site;
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
- c) conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Substantial harm to grade II listed buildings or grade II parks and gardens will only be permitted in exceptional circumstances. Substantial harm to assets of the highest significance, such as grade I and II* listed buildings; grade II* parks and gardens and scheduled monuments will only be permitted in wholly exceptional circumstances.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Listed Buildings

Policy DM13: Built Heritage and Conservation

To preserve and enhance the Borough's 600+ listed buildings, the Council will:

- a) support proposals for alterations and extensions to listed buildings where there would be no harm to the special architectural and historic interest of the building. This will consider the design, scale, materials and appearance with regard to the significance of the listed building;
- b) support proposals for the change of use of a listed building where the use will retain elements of the building which contribute to the building's significance, including internal features, historic fabric, plan form, appearance and layout; and
- c) support development within the setting of listed buildings that would not cause harm to the significance of the building through the introduction of sympathetic development in the building's setting, retaining a curtilage appropriate to the listed building; and
~~only in exceptional circumstances grant listed building consent for the total or substantial demolition of a listed building;~~

Conservation Areas

The adopted Conservation Area Appraisals and Management Plans for the Borough's 15 Conservation Areas will be used to inform the Council's decisions when assessing the impact of proposals.

The Council will:

- require development within conservation areas to protect and enhance the special interest, character and appearance of the area and its setting;
- require the position, mass, layout, appearance and materials of proposed development, and the design of the space and landscaping around it, to pay regard to the character of adjoining buildings and the area as a whole; ~~;~~
- ensure that proposed changes of use within or adjacent to conservation areas would not detract from the special interest, character and appearance of the designated area, 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; ~~;~~
- preserve trees and garden spaces which contribute to the character and appearance of a conservation area or which contribute to the significance of the area by being located in the setting of the conservation area; ~~;~~
and
- ~~only in exceptional circumstances grant permission for the total or substantial demolition of an unlisted building that makes a positive contribution to the special interest and significance of a conservation area; and~~
- Consider the withdrawal of permitted development rights through the use of conditions where this is justified to preserve ~~they present a threat to the protection of the character and appearance~~ special interest of the conservation area.

Non-designated heritage assets

The Council will also protect non-designated heritage assets. ~~In weighing~~ The effect of a proposal on the significance of a non-designated heritage asset, a balanced judgement will be weighed against ~~applied having regard to~~ the public benefits of the proposal, ~~balancing~~ the scale of any harm or loss and against the significance of the heritage asset.

Adopted Conservation Area Appraisals and Management Plans; the Development and Archaeology SPD (2019); Ipswich Urban Character SPD (to identify the special character and distinctiveness of Ipswich in relation to the proposal); the Local List (Buildings of Townscape Interest) SPD; Space and Design Guidelines SPD; the Shop Front Design Guide; and the Public Realm SPD as appropriate, will be used to inform the Council's planning decisions to proposals subject to this policy.

Where a proposal involves directly, is adjacent to or affects the setting of a heritage asset, the developer must submit a heritage statement proportional to the heritage asset status.

Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated assets.

The Council will also protect non-designated heritage assets included on the 'Local List'.

The Council shall have regard to the effect of cumulative harm to heritage assets, refusing applications where previous development has been found to be harmful to the historic environment.

Planning applications involving archaeology will also be subject to DM14.

The policy is already identified as having a major positive effect in relation to cultural heritage (SA Objective 14) and therefore, the modifications would not be expected to alter the previously identified SA effects.

Policy DM13	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & nondiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	○	○	○	○	○	○	○	○	○	○	○	○	○	++	+	○	○	○	○
MM	○	○	○	○	○	○	○	○	○	○	○	○	○	++	+	○	○	○	○

3.1.20 Policy DM17: Small Scale Infill and Backland Residential Developments

The policy has been updated to include a reference to Policy DM8 and seeks to ensure small-scale development will not be permitted unless the development protects existing habitats and biodiversity.

Policy DM17: 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 or disturb other land uses;
- b. protects the setting of existing buildings and the character and appearance of the area;
- c. allows the retention of a reasonably sized garden, in accordance with the provision set out in policy DM7;
- d. protects existing habitats and biodiversity in accordance with policy DM8:

¶ e. does not cause unacceptable loss of amenity to neighbouring residents having regard to noise and vibration, sunlight, daylight, outlook, overshadowing, light pollution/ spillage, privacy/ overlooking and sense of enclosure;

¶ f. provides a suitable level of amenity for future occupiers;

¶ g. has safe and convenient access;

¶ h. meets the Council’s parking standards and would not lead to an unacceptable loss of parking serving existing dwellings; and

¶ i. has secure and lit bicycle storage and external storage for recycling, organic waste and non-recyclable waste.

In the Regulation 19 SA Report, the policy was identified as having a minor negative impact in relation to biodiversity (SA Objective 13), due to a potential loss of urban greenspaces which could have an adverse impact on wildlife and biodiversity.

The policy now seeks to protect existing habitats and biodiversity in accordance with Policy DM8. Policy DM8 seeks to ensure all development proposals “*incorporate measures to provide net gains for biodiversity*” and aims to ensure proposals do not result in adverse effects on European, nationally or locally designated biodiversity assets.

It would be considered likely that by protecting habitats and biodiversity in accordance with Policy DM8, the amended Policy DM17 would help to counteract some of the potential adverse impacts resulting in biodiversity loss, leading to a minor positive impact in relation to biodiversity (SA Objective 13).

The addition of protecting and enhancing local biodiversity would also be expected to result in benefits in relation to health (SA Objective 3), soil (SA Objective 8), flooding (SA Objective 11), coast and estuaries (SA Objective 12) and landscape (SA Objective 15). These objectives would be likely to have a minor positive impact due to the increased provision of vegetation and protection of existing

biodiversity helping to prevent soil erosion, with cumulative and potential synergistic benefits in relation to flood risk, acting as screening for important landscape features, and providing a diverse range of natural greenspace which can be beneficial for physical health and mental wellbeing.

Policy DM17	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	O	+	O	+	O	O	O	O	+	O	O	O	+	+	+	O	O	+	O
MM	O	+	+	+	O	O	O	+	+	O	+	+	+	+	+	O	O	+	O

3.1.21 Policy DM18: Amenity

The amendments to Policy DM18 would be expected to further ensure that residents can experience a high quality of life, with residential amenity preserved and improved privacy between neighbouring dwellings. The introduction of minimum privacy distances ensure that the policy is clear and unambiguous.

Policy DM18: Amenity

The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not result in an unacceptable loss of amenity. Exceptions will only be made where satisfactory mitigation measures can be secured. The factors we will consider include:

- ~~visual privacy and overlooking~~
- overbearing impact and sense of enclosure;
- sunlight, daylight, overshadowing and artificial light levels;
- noise and vibration levels;
- odour, fumes, dust and ventilation;
- contamination; and
- visual privacy and overlooking.

Minimum privacy distances

Rear facing elevation to rear facing elevation containing windows serving habitable rooms	<u>21 metres</u>
Rear facing elevation to the side of another which does not contain a window serving a habitable room	<u>12 metres</u>
Rear facing elevation to rear garden boundary	<u>9 metres</u>

Alternative distances of less than the recommended figures will only be considered where there is already an established pattern of development in an area that matches proposed developments, or alternative, non-traditional layouts achieve acceptable standards of privacy and amenity.

Further guidance is provided in the Ipswich Space and Design Guidelines Supplementary Planning Document.

New development that would adversely affect the continued operation of established uses will not be permitted.

This policy has already been identified as major positive in relation to quality of homes and work (SA Objective 4), and as a result, the changes, although having beneficial impacts, would not be expected to alter previously identified SA effects.

Policy DM18	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	O	+	+	++	O	O	+	+	+	O	O	O	O	O	O	O	O	O	O
MM	O	+	+	++	O	O	+	+	+	O	O	O	O	O	O	O	O	O	O

3.1.22 Policy DM21: Transport and Access to New Development

The policy provides further detail on the requirements for Transport Statements and Assessments. The policy has also been amended to include reference to the ISPA Transport Mitigation Strategy and the Suffolk County Council Suffolk Travel Plan Guidance. The modifications make the policy clear, unambiguous, and consistent with national policy.

Policy DM21: Transport and Access to New Developments

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

- a. not result in a severe impact on the highway network or unacceptable impacts on highway safety, either individually or cumulatively;
- b. not result in a significant detrimental impact on air quality ~~or an Air Quality Management Area~~ and shall address the appropriate mitigation measures as required ~~through~~ in accordance with policy DM3;
- c. incorporate electric vehicle charging points, including rapid charging points in non-residential developments;
- d. provide a car club scheme or pool cars, where this would be consistent with the scale and location of the development;
- e. prioritise available options to enable and support travel on foot, by bicycle or public transport, consistent with local strategies for managing the impacts of growth on the transport network, and ensuring that any new routes are coherent and in accordance with the design principles of policy DM12 and local walking and cycling strategies and infrastructure plans;
- f. have safe and convenient access to public transport within 400m, and facilitate its use through the provision or contributions towards services or infrastructure;
- g. protect the public rights of way network and take appropriate ~~opportunities~~ opportunities to enhance facilities and routes;
- h. ensure safe and suitable access for all users, including people with disabilities and reduced mobility;
- i. allow for the efficient delivery of goods and access by service, refuse collection and emergency vehicles and bus permeability; ~~and~~
- j. mitigate any significant impacts on the transport network; and
- k. contribute as required to other mitigation measures identified through Policy CS20 and the ISPA Transport Mitigation Strategy, where this meets the planning obligation tests in set out in national policy.

Applicants will be required to demonstrate how any adverse transport impacts would be acceptably managed and mitigated and how the development would contribute to achieving the modal shift target for Ipswich by 2031. The Council will expect major development proposals to provide ~~a~~ an appropriate travel plan, having regard to the thresholds set out in the Suffolk County Council Suffolk Travel Plan Guidance, to explain how sustainable patterns of travel to and from the site and modal shift targets will be achieved. Development proposals will be accompanied by a satisfactory Transport Statement or Transport Assessment, having regard to the indicative thresholds below, which demonstrates that the cumulative impacts of the development after mitigation are not severe. A Transport Statement will generally be required for proposals for the development of:

- l. 30 to 49 dwellings
- m. 1,500 – 2,499 sq. m of Use Class E(g) floorspace;
- n. 2,500 – 3,999 sq. m of B2/B8 floorspace; and
- o. 800 – 1,499 sq. m of Use Class E(a) floorspace.

A Transport Assessment will generally be required for proposals for the development of:

- p. 50 or more dwellings;
- q. 2,500 sq. m or more of Use Class E(g) floorspace;
- r. 4,000 sq. m or more of B2/B8 floorspace; and
- s. 1,500 sq. m or more of Use Class E(a) floorspace.

Although these changes would have beneficial impacts, the SA effects would not be expected to alter following these changes because the policy was already identified as having a major positive effect in relation to transport (SA Objective 18).

Policy DM21	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	O	+	+	O	O	+	O	O	++	O	O	O	O	+	+	+	++	O
MM	+	O	+	+	O	O	+	O	O	++	O	O	O	O	+	+	+	++	O

3.1.23 Policy DM22: Car and Cycle Parking in New Development

Amendments to Policy DM22 help provide clarity on long stay car parking provision within the whole IP-One Area. Modifications ensure the that the policy is clear and unambiguous, to ensure the Plan is effective in dealing with the cross- boundary strategic issue of traffic growth management.

Policy DM22: Car and Cycle Parking in New Development

The Council will require all new development to have regard to adopted standards of car and cycle parking guidance 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 integral secure cycle parking in any new car parks in the town.

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 maximum standards of car parking provision with no minimum requirement 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~~ is 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, and on-street parking, will not be permitted within the central car parking core.

Within the whole IP-One Area, proposals for additional long-stay car parking provision over and above that proposed through policy SP17 will not be permitted, unless the proposal can demonstrate that it would not harm the effectiveness of modal shift measures outlined in the SCC Transport Mitigation Strategy for the Ipswich Strategic Planning Area, nor have a severe impact on the highway network, which cannot be adequately mitigated.

New development will provide high quality, secure cycle storage, and within 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. These facilities should also be provided in minor non-residential developments unless it can be demonstrated that it is not feasible or viable. Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.

The modifications to Policy DM22 relate to the provision of long-stay car parks. These modifications are minor when considering transport and accessibility, and therefore would not be expected to result in changes to previously identified SA effects outlined within the Regulation 19 SA Report.

Policy DM22	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	O	O	+	+	O	O	+	O	O	++	O	O	O	O	O	O	O	+	O

Policy DM22	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
MM	O	O	+	+	O	O	+	O	O	++	O	O	O	O	O	O	O	+	O

3.1.24 Policy DM23: The Density of Residential Development

Modifications to Policy DM23 ensure the policy is clear and unambiguous. Amendments to Policy DM23 included refinement on when low density development in Ipswich will be required: “*elsewhere in Ipswich, low density development of at least 35dph will be required*”.

Policy DM23: The Density of Residential Development

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

- within the town centre, Portman Quarter (formerly Ipswich Village) and Waterfront, development will be expected to achieve a high density of at least 90 dwellings per hectare (dph);
- 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
- elsewhere in Ipswich, low-density development of at least 35dph will be required. ~~(the average will be taken as 35 dph).~~

Exceptions to this approach will only be considered where:

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

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 require developers to meet the Nationally Described Space Standards set out in Technical Housing Standards – Nationally Described Space Standard (Communities and Local Government, 2015) unless it can be demonstrated that it would not be viable.

The Regulation 19 SA Report identified a minor positive effect in relation to housing (SA Objective 2) and the quality of homes and work (SA Objective 4). The modifications to Policy DM23 are minor and would not be expected to result in changes to previously identified SA effects outlined within the Regulation 19 SA Report.

Policy DM23	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	O	+	O	+	O	O	O	+	O	+	+	O	+	-	-	O	O	+	O
MM	O	+	O	+	O	O	O	+	O	+	+	O	+	-	-	O	O	+	O

3.1.25 Policy DM27: The Central Shopping Area

Modifications to Policy DM27 ensure the policy is clear and unambiguous. Minor amendments ensure consistency with paragraph 35 of the NPPF and to reflect the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

Policy DM27: 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, building in flexibility to meet the needs of retailers and leisure businesses appropriate to the Central Shopping Area.

The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Zones, which are defined on the IP-One Area inset map. Sites identified as suitable for major retail investment ~~will be~~ are allocated in the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document.

Class E ~~A1 retail~~ use (commercial, business and service) should remain the predominant use at all times in the Central Shopping Area, to ensure the strategic retail town centre function of Ipswich is maintained.

- a. Primary Shopping Zone – this is the principal retail centre for Ipswich. ~~Other complementary uses to the principal retail function will be permitted such as coffee shops, hairdressers and restaurants. However, 70% of All uses in the primary shopping zone are required to be primary retail commercial, business and service uses on the ground floor. An exception to this is the first floor of the Sailmakers Shopping Centre. Here A5 takeaway uses will not be permitted. Complementary uses such as hairdressers, coffee shops and restaurants will be supported.~~
- b. Secondary Shopping Zone – ~~A2-A5 uses, public houses, drinking establishments, takeaways, betting shops and payday loan shops and other main town centre uses (as defined by the NPPF (2019)) will be permitted where they will not exceed 35%15% of the units within the zone, provided the proposal does not create a concentration of more than three adjacent non-A1class E units, and the site is not adjacent to an existing non-A1class E use within the same Use Class as the proposal. No more than 10% of the total identified units within the Secondary Shopping Zone will be permitted for A4 or A5 public houses, drinking establishments or takeaway uses. The Council will support Local Development Orders which help to maintain an appropriate mix of uses and will support the use of pop-up shops and restaurants for up to 3 years in accordance with the General Development Order both to bring vacant units back into use and to allow entrepreneurs the opportunity to test their business models. This could also include limited use of training centres (F.1) and other such uses appropriate to the secondary shopping zone.~~
- c. Specialist Shopping Zone – This zone comprises ~~of~~ non-multiple retail uses, specialist shops such as music shops and services such as beauticians and hairdressers and jewellers or bespoke clothing and bags. Many of the units are listed buildings. It is in this zone and the secondary shopping zone where there are the majority of unlet units. Again, the Council supports the use of unlet units for pop-up shops and restaurants ~~as in the Secondary shopping zone above. Wider NPPF defined Main town centre uses, other than retail, as defined in the NPPF will be permitted where they will not exceed 40% of the units. No more than 35% of the total identified units within the identified sub-group of the Specialist Shopping Zone will be permitted for A2, A4 or A5 public houses, drinking establishments and takeaway uses.~~

Proposals for non-A1class E uses that would exceed the maximum thresholds outlined for the zones above will only be permitted in circumstances where it can be robustly demonstrated that such a change would be beneficial to the vitality and viability of the shopping zone, such as uses that help to attract people to visit the centre during the evening, as well as flats above shops.

~~A3, A4 and A5~~ Restaurants (where permission is required), public houses, drinking establishments and takeaway uses and other main town centre uses will only be permitted where they have no detrimental effect on the residential 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 ~~B4 offices, 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 zone guidance above.

The Council will not grant planning permission for the change of use of a ground floor unit to a use falling outside ~~classes A1 to A5~~ Class E, public houses, drinking establishments and takeaway uses in Primary Shopping Zones; and falling outside ~~A1 to A5~~ Class E, public houses, drinking establishments and takeaway uses or a suitable town centre use as defined by the NPPF in the Secondary Shopping Zones.

Policy DM27: The Central Shopping Area

The Council will support opportunities to use vacant shop ~~units fronts~~ for uses such as pop-up shops and ~~restaurants to promote the Town Centre in accordance with the General Development Order requirements and to help potential entrepreneurs test their business models for up to 3 years.~~ It will also work closely with other organisations so that a shared town centre vision is created for the 21st century.

The Council also supports the retention of the open market and will work to ensure it meets the needs of residents and visitors to the Borough.

Developers need to also ensure that proposals contribute positively to the objectives of the “Ipswich Town Centre and Waterfront Public Realm Strategy” SPD and “Shopfront Design Guide” and other relevant SPD. The Council will expect proposals to contribute to the creation of a dementia-friendly town centre which is fit for all.

The modifications to Policy DM27 are minor and would not be expected to result in changes to previously identified SA effects outlined within the Regulation 19 SA Report.

Policy DM27	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & ecosystems	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	0	0	+	0	0	+	0	0	0	0	0	0	+	+	++	++	+	0
MM	+	0	0	+	0	0	+	0	0	0	0	0	0	+	+	++	++	+	0

3.1.26 Policy DM30: District and Local Centres

Modifications to Policy DM30 ensure the policy is clear and unambiguous. Minor amendments ensure consistency with paragraph 35 of the NPPF and to reflect the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

Policy DM30: 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 ~~pPolicies mMap~~ and IP-One Area inset ~~pPolicies mMap~~.

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~~ Class E (commercial, business and services) to public houses, drinking establishments, takeaways, betting shops and payday loan shops and D4 F1 uses and other sui generis uses appropriate to a centre, including launderettes, will be permitted where they will not exceed 40% 35% of the total identified ground floor frontage, provided the identified shopping frontage or the shopping character and range of shops is not unacceptably diminished. ~~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 F1, F2 and other suitable Sui Generis uses which meet the needs of the local community ~~community facilities~~ will be permitted provided that:
 - i. satisfactory vehicular access and car parking can be provided;
 - ii. in the case of a vacant unit, 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

Policy DM30: District and Local Centres

iii. 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 the 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.

The modifications to Policy DM30 are minor and would not be expected to result in changes to previously identified SA effects outlined within The Regulation 19 SA Report.

Policy DM30	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & natural diversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	0	+	+	0	0	0	0	0	0	0	0	0	+	+	+	++	+	0
MM	+	0	+	+	0	0	0	0	0	0	0	0	0	+	+	+	++	+	0

3.1.27 Policy DM32: Retail Proposals Outside defined Centres

Modifications to Policy DM32 ensure the policy is consistent with national policy. Amendments provide clarity on when retail developments will be required to undertake a retail impact assessment. Clarity is also provided on when the requirement for sequential tests applies.

Policy DM32: 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, including any cumulative impact; and
- d. accessibility by a choice of means of transport.

Retail developments of more than 200sqm net outside defined centres will be required to undertake a retail impact assessment. Assessment of the retail impact of proposed development on the Central Shopping Area will only be required where the retail floorspace proposed exceeds 525 sq. m net.

The requirement for a sequential test does not apply to applications for small scale rural offices or other small scale rural development.

Beneficial impacts have already been identified in relation to growth and prosperity (SA Objective 16), in the Regulation 19 SA Report. As such, amendments to Policy DM32 are not expected to result in any additional changes to the identified SA effects.

Policy DM32	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & green infrastructure	14 – Cultural heritage	15 – Landscapes & towns/countryside	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	0	+	+	0	0	+	0	0	0	0	0	0	0	+	+	+	+	0
MM	+	0	+	+	0	0	+	0	0	0	0	0	0	0	+	+	+	+	0

3.1.28 Policy DM33: Protection of Employment Land

Policy DM33 focuses on the protection of employment land. Modifications to Policy DM33 ensure consistency with paragraph 35 of the NPPF and to reflect the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. These amendments seek to minimise the potential impact to employment allocations/sites where appropriate.

Policy DM33: Protection of Employment Land

The Employment Areas are defined on the pPolicies #Map and the IP-One Area inset pPolicies #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;
16. Airport Farm Kennels, south of Ravenswood; and
17. Futura Park, Nacton Road.

The defined Employment Areas will be safeguarded for employment and ancillary uses. The Council may seek to safeguard employment uses and development falling within Use Class E(g) by way of planning conditions to remove permitted development rights for changes of use to other uses within Class E, where this would be necessary and reasonable to ensure compliance with the strategy of the plan and national policy.

Employment uses are defined as:

Policy DM33: Protection of Employment Land

- i. B1 Business-Use Class E(g), B2 General Industry or B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended), with a town centre first approach to the location of offices; and
- ii. appropriate employment-generating sui generis uses.

Small scale services specifically provided for the benefit of businesses based, or workers employed, within the Employment Area will also 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.

Outside the defined Employment Areas, the conversion, change of use or redevelopment of sites and premises in employment use to non-employment uses will only be permitted where:

- c. there is no reasonable prospect of the site being re-used for employment purposes over the plan period; or
- d. the proposed use is residential and it can be acceptably accommodated, would make more effective use of the site and would not harm the economic development strategy of the plan; and
- e. in relation to c. and d., the proposed use is compatible with the surrounding uses and is an appropriate use for the site.

The modifications would be expected to result in further benefits in relation to employment within the Borough. However, the modifications are unlikely to alter the previously identified SA effects, which already identify the policy as having a major positive effect on growth and prosperity (SA Objective 16).

Policy DM33	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes, and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & nondiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	0	0	+	+	0	0	0	0	0	0	0	0	0	+	++	++	0	0
MM	+	0	0	+	+	0	0	0	0	0	0	0	0	0	+	++	++	0	0

3.2 Site Allocations DPD

3.2.1 Policy SP2: Land allocated for housing outside the IP-One Area

Policy SP2 has been amended and no longer includes sites IP003, IP004, IP010a, IP010b, IP011a, IP011b, IP011c, IP012, IP014, IP015, IP031a, IP031b, IP032, IP033, IP035, IP037, IP039a, IP040, IP041, IP043, IP047, IP048a, IP048b, IP054b, IP061, IP064a, IP080, IP089, IP096, IP098, IP119, IP120b, IP132, IP133, IP136, IP143, IP150d, IP150e, IP172, IP188, IP279B(1), IP279B(2), IP309, IP354 and IP355 which are set out in other policies in the Local Plan Review.

Policy SP2: Land allocated for housing outside the IP-One Area

The following sites are allocated for residential development, or part residential development within mixed use developments as indicated in Table 1. All residential development will be expected to comply with the relevant policies of the plan. Individual sites will have specific constraints which need to be addressed. These are listed as part of this policy below. Development will take into account appropriately the constraints identified through of the site sheets – guidance contained in Appendix 3 of the plan.

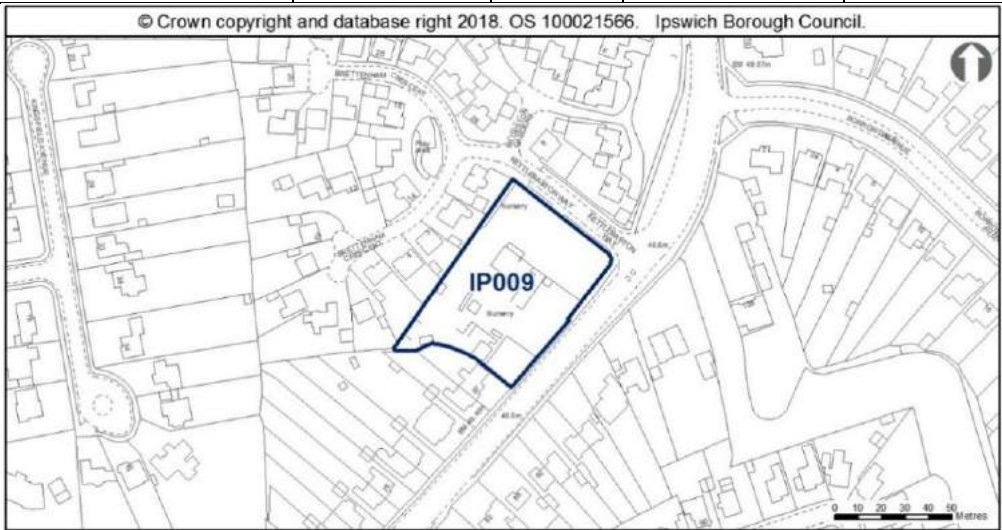
Other sites allocated for a mix of uses, including residential development, outside the IP-One Area, are set out in:

Policy SP2: Land allocated for housing outside the IP-One Area

- New Policy Sites off Nacton Road, South Ravenswood;
- New Policy Felixstowe Road (IP010);
- New Policy King George V Playing Field, Old Norwich Road (IP032);
- New Policy Land at Bramford Road (Stocks site) (IP033); and
- New Policy Former School Site, Lavenham Road (IP061).

Table 1 Land allocated for residential use outside the IP-One Area or residential-led mixed use

Policy SP2: Land allocated for housing outside the IP-One Area

Site ref.	Site name and development description	Site size ha (% residential on mixed-use sites)	Indicative capacity (homes)	Capacity evidence	Likely delivery timescale (S, M, L)
IP003	Waste tip and employment area north of Sir Alf Ramsey Way Parts of the site are covered by facility retention policies of the Suffolk County Council Minerals and Waste Local Plan. Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available	1.41 (90%)	114	90dph (DM23a lower end of range)	L
IP004	Bus depot, Sir Alf Ramsey Way Allocated for mixed residential & B1 office use; historic depot to be retained and converted as part of B1.	1.07 (c. 50%)	48	90dph (DM23a lower end of range)	L
IP009	Victoria Nurseries, Westerfield Road	0.39	12	30dph (DM23c). Low density to reflect suburban location.	S
 <p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> <p>Constraints:</p> <ul style="list-style-type: none"> • A contaminated land assessment will be required and mitigation delivered to address any findings; • Tree Preservation Orders are in place on the site, these will require tree protection works during construction (an application for tree works may be required); • A site wide surface water management strategy will be required; • An archaeological assessment is required; • Development will need to address both Westerfield Road and Kettlebaston Way, providing active elevations to both frontages; • Development would need to respect the prevailing domestic scale of surrounding development; • Development will need to secure ecological enhancements, and provide a biodiversity net gain; and • There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. 					
IP010a	Co-op Depot, Felixstowe Road	2.22 (c. 765%)	75	45dph (DM23b) 53dph	M

Policy SP2: Land allocated for housing outside the IP-One Area

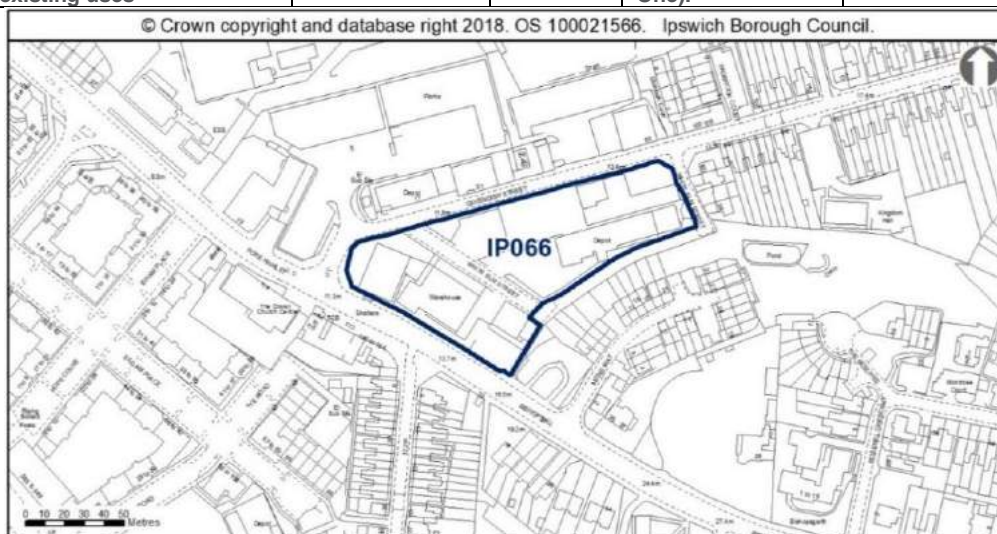
	Approximately 25 ³⁵ % of the site is safeguarded for an extension to Rosehill School.				
IP010b	Felixstowe Road Current uses retained on c. 50% of site (including Hughes and BT).	2.79 (c. 50%)	62	45dph (DM23b)	L
IP011a	Lower Orwell Street former Gym & Trim (formerly listed as Smart Street/Foundation Street);	0.15ha	18	110dph on 100% of site DM23	M
IP011b	Smart Street, Foundation Street (South) Redevelopment is dependent on the appropriate relocation of existing uses.	0.62	56	90dph (DM23a lower end of range)	L
IP011c	Smart Street, Foundation Street (North) Allocated for residential development Site IP011b has been split to reflect the ownerships.	0.08	7	90dph (DM23a lower end of range)	M
IP012	Peter's Ice Cream	0.32	35	110dph (DM23a higher end of range).	M
IP014	Hope Church Redevelopment is dependent on the appropriate relocation of existing uses.	0.21	23 ²⁵	110 ¹²⁰ dph (DM23a, higher end of range)	M
IP015	West End Road Surface Car Park Primary allocation for long stay parking with secondary residential. The site is to be masterplanned with IP083 adjacent.	1.22 (c. 55%)	-67	100dph (DM23a)	M
IP031a	Car Park, Burrell Road	0.44	20	45dph (DM23b)	M
IP031b	22 Stoke Street	0.18	31 ¹⁸	100dph (reflective of highly accessible location. Maximum dph due to heritage constraints)	S
IP032	King George V Field, Old Norwich Road Allocated for 80% residential and 20% open space. The allocation is subject to the provision of replacement playing fields and ancillary facilities (e.g. changing rooms and spectator accommodation) in a suitable location.	3.7 (c. 80%)	99	35dph (Development Brief)	M
IP033	Land at Bramford Road (Stocks site) Allocated for 50% residential and 50% open space.	2.03 (50%)	55	55dph (DM23b / SHELAA)	S
IP035	Key Street / Star Lane / Burtons (St Peter's Port) Residential-led mixed use scheme. Additional uses could include office, leisure or small scale retail.	0.54 (80%)	86	DM23a at a higher density of around 200 dph—below the density of development on the northern quays to reflect the historic environment setting	M
IP037	Island Site Allocated for housing, early years education and open space alongside existing Marina and small commercial uses to support enterprise zone. These proportions will be firmed up	6.02 (c. 70%)	421	100dph (DM23a midrange)	L

Policy SP2: Land allocated for housing outside the IP-One Area

	through the preparation of a master plan. See also Opportunity Area development principles and guidelines in Part C. Additional vehicular and foot/cycle access (including emergency access) will need to be provided to enable the site's development.				
IP039a	Land between Gower Street & Gt Whip Street	0.48	45	95dph (DM23a lower mid range)	L
IP040	Former Civic Centre, Civic Drive (Westgate) This site is allocated for 10% retail and leisure development at ground/first floor level but primarily residential use.	0.73 (90%)	59	90dph (DM23a)	S
IP041	Former Police Station, Civic Drive	0.52	58	110dph (DM23a higher end of range).	S
IP043	Commercial Buildings, Star Lane	0.70 (80%)	50	90dph (DM23a lower end of range). 11/00267/FUL for 65 student rooms pending although unlikely to proceed.	S
IP047	IP047 Land at Commercial Road	3.11ha	173	55dph on 80% as part of a mixed use scheme of 80% housing, 5% hotel/leisure/retail, 5% public open space and 10% enhanced river path. Based on pending application (19/00148/OUT)	S/M
IP048a	Mint Quarter / Cox Lane East regeneration area Primary school, including early years setting, and car parking development to the north of Upper Barclay Street, retaining the locally listed façade to Carr Street. Residential development to the south of Upper Barclay Street. Development to include new public open space and short stay parking in a medium sized multi-storey car park (location in relation to Cox Lane to be determined). A development brief for the whole site will be prepared but development will come forward incrementally.	1.33 (c. 40%)	53	100dph (DM23a mid-range)	M
IP048b	Mint Quarter / Cox Lane West regeneration area Residential and retail mix incorporating short stay car parking for shoppers and civic/open space. A development brief for the whole site (a and b) will be prepared but development will come forward incrementally.	1.34 (c. 30%)	36	90dph (DM23a lower end of range)	L
IP054b	Land between Old Cattle Market and Star Lane The site now excludes the former Archant site to the east of Turret Lane and is allocated primarily for residential use	1.08 (60%)	40	60dph. High density area (DM23a) but a mix of flats and town houses would fit the character of locality.	L

Policy SP2: Land allocated for housing outside the IP-One Area

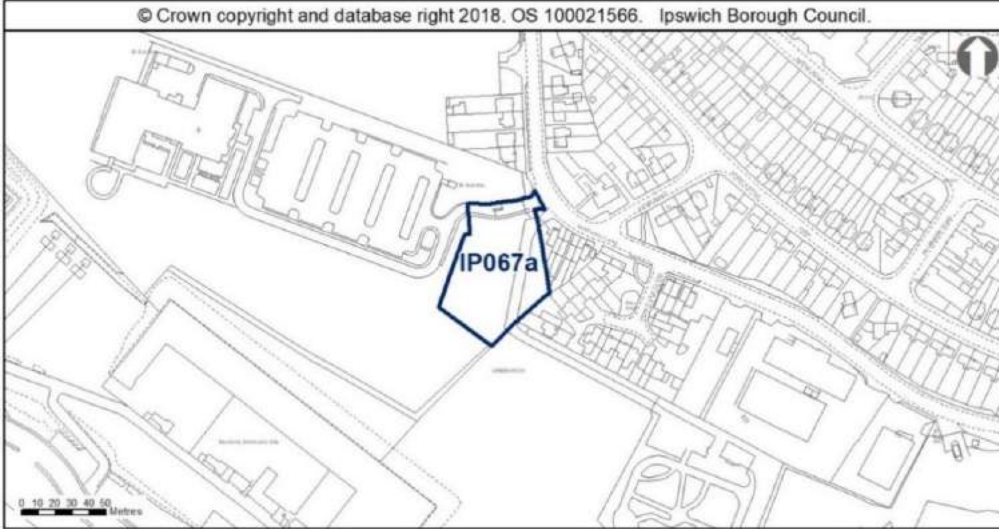
	alongside small scale retail and leisure Use Class E development (retail in accordance with Policy DM32) and an extended or replacement electricity sub-station.			Hence density higher than medium range.	
IP061	Former School Site, Lavenham Road Allocated for part development (60%) on the basis of improving the remainder (40%) of the open space. The south-west corner of the land (0.18ha) is being developed (18/00991/FPC) as 4 general housing units and 4 respite care units and has been excluded from the site area.	0.9 (60%)	23	40dph (DM23 b.-c.)	M
IP064a	Land between Holywells Road and Holywells Park Redevelopment is dependent on the appropriate relocation of existing uses	1.20	66	45 dph (DM23b within IP-One area and close to Waterfront	M
IP066	JJ Wilson and land to rear at Cavendish Street Redevelopment is dependent on the appropriate relocation of existing uses	0.85	55	65dph (DM23b higher than average density as adjacent to IP-One).	M



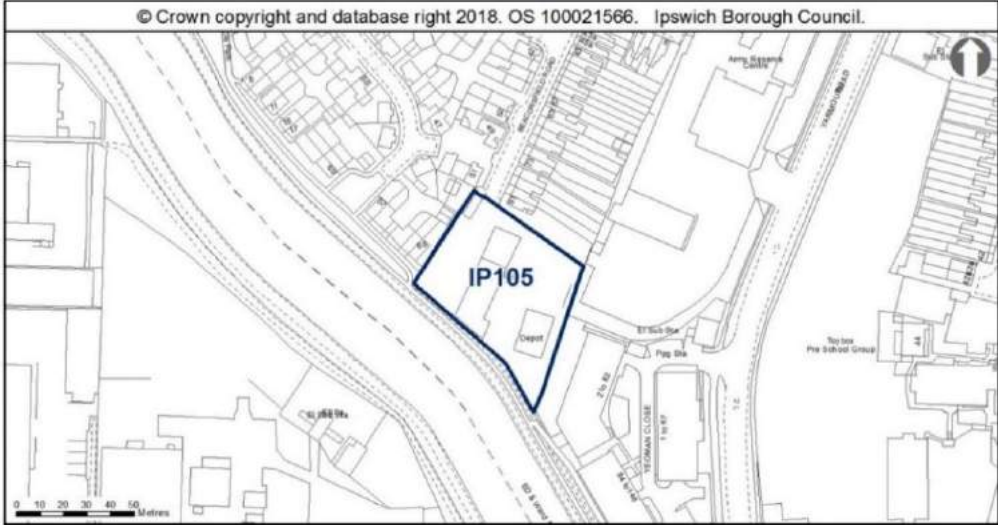
Constraints:

- **Need to relocate the existing businesses before development takes place;**
- **Contamination assessment required and mitigation delivered to address any findings;**
- **Travel Plan and Transport Assessment required because of proximity to an AQMA;**
- **An assessment is required to explore whether there is a need for an air quality assessment;**
- **Any greenspace provision should be located at the north-eastern end of the site as this is the part closest to the area of offsite, private seminatural habitat. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;**
- **The site is historically associated with Uplands Gate, a large listed dwellinghouse on Bishop's Hill. Care needs to be taken to ensure any remnants of original setting are retained;**
- **Reinstating housing along the historic street pattern would be encouraged in the redevelopment of this site and development should respect the grain of the surrounding development;**

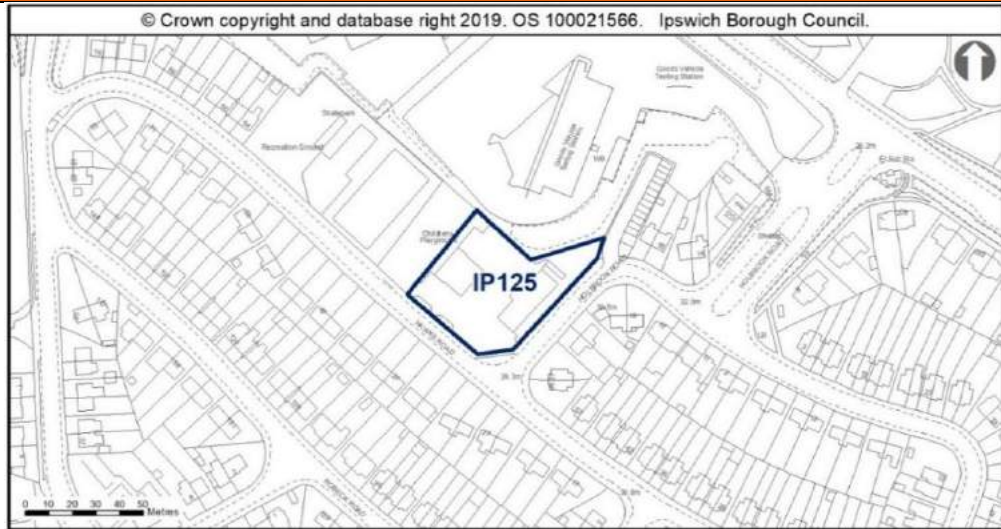
Policy SP2: Land allocated for housing outside the IP-One Area

	<ul style="list-style-type: none"> • <u>A contemporary soft red brick design approach would be encouraged, whilst still respecting the character of 19th century terracing which borders the site on Cavendish Street;</u> • <u>Proposals would need to consider the change in topography over the site, particularly along Bishop’s Hill to the south east in design proposals; and</u> • <u>There is an existing foul sewer in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.</u> 				
IP067a	Former British Energy Site This is the northern section only and is subject to resolving odour issues to the satisfaction of IBC	0.38ha	17	45dph	L
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Access constraints will need to be resolved before development can commence. Development is likely to require signal control of Landseer Road/ Sandyhill Lane as a means of mitigation. Toucan facilities in signals also represent an opportunity to improve sustainable access;</u> • <u>The site is adjacent to a County Wildlife site, contains part of a local wildlife site and forms part of the ecological network which need careful consideration as part of biodiversity net gain. In addition, a reptile survey is required and a preliminary ecological survey. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>Any development would need to address any potential odour arising from the nearby sewage works. Housing needs to be located at the northern most end of the site, adjacent to the existing housing on Pipers Vale Close;</u> • <u>The site is within a Landfill Consultation Zone;</u> • <u>Any permission will require a condition relating to archaeological investigation. A desk-based assessment is recommended in the first instance as part of any planning application because of potential paleolithic remains;</u> • <u>Water infrastructure and/or treatment upgrades will be required to serve the proposed growth or diversion of assets may be required;</u> • <u>A surface water management strategy is required due to surface water flooding local to site (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11);</u> • <u>Contamination assessment required and mitigation delivered to address any findings;</u> • <u>A Travel Plan and Transport Assessment will be required; and</u> • <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in combination.</u> 					
IP080	240-Wherstead Road	0.49	27	55dph (DM23b). Linear layout would allow for slightly	S

Policy SP2: Land allocated for housing outside the IP-One Area

				higher than average density.	
IP089	Waterworks Street	0.31	23	90dph less 5 existing units (DM23a lower end of range)	L
IP096	Car Park Handford Road East	0.22	22	100dph (DM23a lower end of range)	M
IP098	Transco, south of Patteson Road	0.57	62	110dph (DM23 higher end of range)	M
IP105	Depot, Beaconsfield Road	0.33	15	45dph (DM23b)	M
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IP119	Land east of West End Road Redevelopment is dependent on the appropriate relocation of existing uses	0.61 (45% to avoid development directly opposite sub station)	28	125dph (DM23a lower end of range)	L
IP120b	Land west of West End Road Redevelopment is dependent on the appropriate relocation of existing uses	1.03 (80% to avoid development adjacent to sub station)	103	125dph (DM23a lower end of range)	L
IP125	Corner of Hawke Road and Holbrook Road	0.25	15	60dph	S

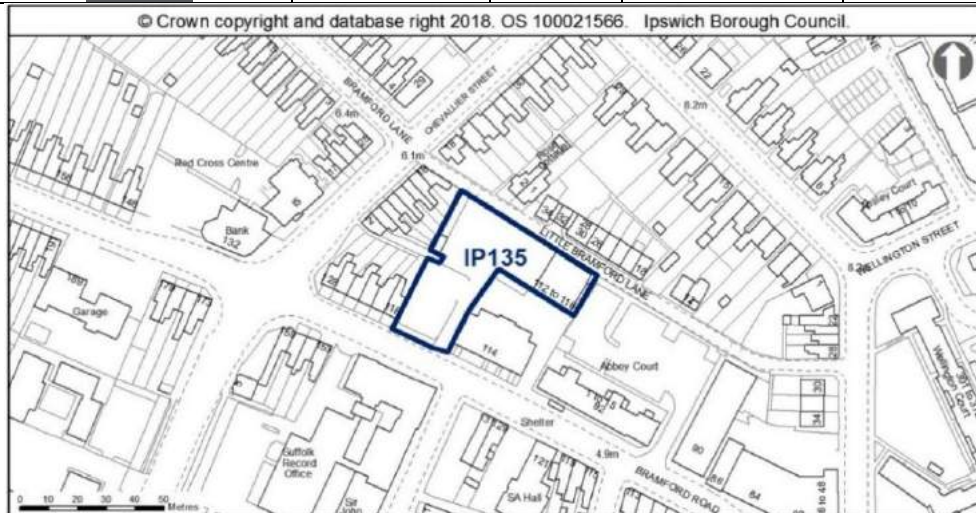
Policy SP2: Land allocated for housing outside the IP-One Area



Constraints:

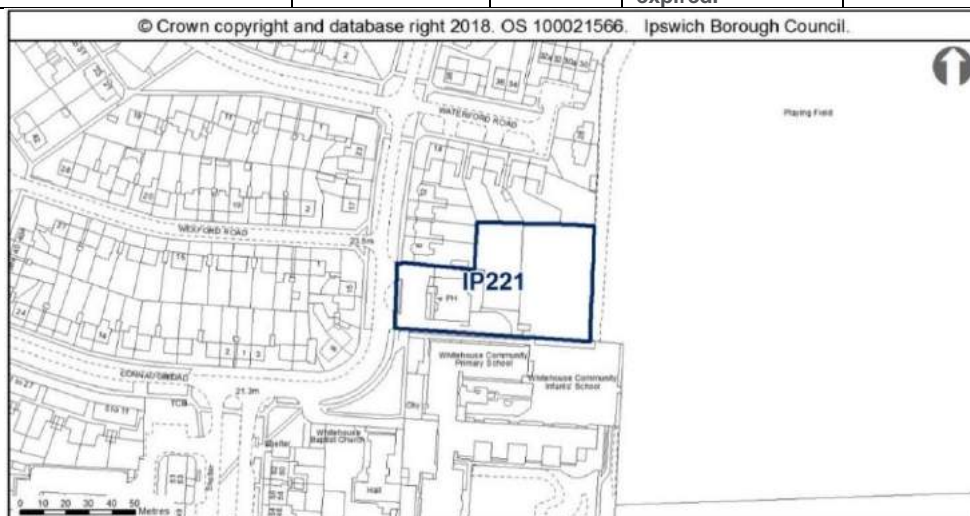
- **Existing boundary trees should be retained to the rear and supplemented;**
- **Consideration should be given to noise reduction measures as required;**
- **Biodiversity connected to the site should be enhanced and this should be incorporated into the biodiversity statement and landscaping scheme submitted with the planning application for the site;**
- **Site development will require contributions to upgrading the adjacent play area to the site; and**
- **A contaminated land assessment will be required and mitigation delivered to address any findings.**

IP132	Former St Peters Warehouse Site, 4 Bridge Street	0.18ha	73	73 dwellings as part of a mixed-use scheme (with B1a office use, leisure or small scale retail)	M
IP133	South of Felaw Street	0.37	45	120dph (DM23Based on 10/004118/AVC for 47 dwellings expired Feb 2014 & pre-application discussion)	M
IP135	112-116 Bramford Road, Application for car wash sales approved 17/00266/FUL 18/00807/FUL. Temp permission expires 01.10.2019 05.11.2020	0.17ha	19	110dph based on location within Local Centre)	M

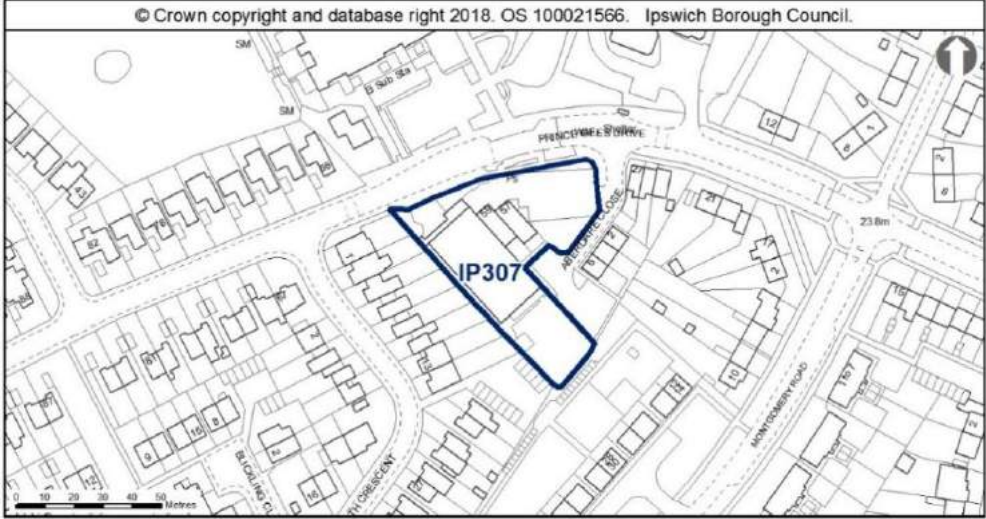


Policy SP2: Land allocated for housing outside the IP-One Area

	<p>Constraints:</p> <ul style="list-style-type: none"> • A proportionate Heritage Impact Assessment will be required; • Tree Preservation Orders are in place on the site, these will require tree protection works during construction (an application for tree works may be required).TPOs to the front of the site will need to be integrated into the design proposals; • The site is expected to require improvements to the existing water supply and foul sewage network to enable development; • Development should provide a frontage to Little Bramford Lane, as well as Bramford Road; and • The design and layout of the buildings should reflect the linear layout of adjacent development, whilst the scale should reflect the existing domestic scale of adjacent terraced housing. 				
IP136	Silo, College Street This site is primarily allocated for residential with secondary uses to include offices, leisure and/or small scale retail.	0.16 (c. 80%)	48	Assume 6 flats per floor within 40 storey development with commercial on lower two floors (DM23a and higher than average density consistent with other schemes along Quay).	L
IP143	Former Norsk Hydro, Sandyhill Lane	4.51	85	17/00769/OUT	S
IP150d	Land south of Ravenswood – Sports Park (part adjacent to Alnesbourn Crescent only – to be master planned)	1.8	34	DM23 c. low density as part of mixed use with sports park	M
IP150e	Land south of Ravenswood (excluding area fronting Nacton Road) – to be master planned	3.6	126	DM23 c. low density as part of mixed use with B1 employment uses	M
IP172	15-19 St Margaret's Green	0.08	9	DM23110dPH. Planning permission for student accommodation lapsed and unlikely to proceed (08/00511/FUL)	M
IP188	Websters Saleyard site, Dock Street	0.11	9	As per permission (19/00173/FUL).	S
IP221	Flying Horse PH, 4 Waterford Road	0.35 (c. 50% retaining the public house)	12	35dph (DM23c). Application for 12 dwellings in application 06/01007/FUL expired.	L



Policy SP2: Land allocated for housing outside the IP-One Area

	<p>Constraints:</p> <ul style="list-style-type: none"> • <u>A Tree Preservation Order covers trees on the site, these will require tree protection works during construction (an application for tree works may be required);</u> • <u>Potential access constraints will need to be resolved before development can commence;</u> • <u>Development to the rear should be of a distinctive bespoke design and ensure surrounding residential dwellings are not adversely affected;</u> • <u>Alterations to the public house should enhance the appearance, whilst respecting the mid-century character of the building;</u> • <u>Further surveys should be undertaken for reptiles to inform a mitigation strategy;</u> • <u>Some existing scrub should be retained to preserve local opportunities for hibernating hedgehogs;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> 				
IP279B(1)	Land north of Former British Telecom Office, Bibb Way	0.44	3518	Based on master planning work with IP279A	S
IP279B(2)	Land south of Former British Telecom Office, Bibb Way	0.61	3729	Based on master planning work with IP279A	S
IP307	Prince of Wales Drive	0.27	1215	DM23 b.	S
	<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A transport assessment and travel plan will be required because of its relationship to Halifax primary school;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and</u> • <u>Site prominence provides potential for a more distinctive, landmark scheme, which would contribute to the varied architectural character of the area.</u> 				
IP309	Former Bridgeward Social Club, 68a Austin Street	0.28	15	54dph DM23 b. (Higher end based on proximity to local centre)	S
IP354	72 (Old Boatyard) Cullingham Road	0.34	24	70dph (Less than 90dph due to site constraints)	S
IP355	77-79 Cullingham Road Site needs to safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way.	0.06	6	100dph (based on location in Portman Quarter)	S
Total			2,750 160		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP009 +	The proposed development at all of the sites under this policy would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. The proposed development would therefore be likely to help ensure new residents do not feel excluded.	IP009 +	S- LT	L
		IP066 +		IP066 +	S- LT	M
		IP067a +		IP067a +	S- LT	L
		IP105 +		IP105 +	S- LT	L
		IP125 +		IP125 +	S- LT	L
		IP135 +		IP135 +	S- LT	L
		IP221 +		IP221 +	S- LT	L
		IP307 +		IP307 +	S- LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP009 +	IP009 would deliver 12 dwellings. IP066 provides 55 new homes. IP067a will provide 17 new homes. IP105 would deliver 15 dwellings. IP125 would provide 15 dwellings. IP135 would deliver 19 dwellings. IP221 would deliver 12 dwellings. IP307 will provide 15 new homes. Policy CS12 will apply regarding affordable housing except for IP009 and IP221.	IP009 +	S- LT	L
		IP066 +		IP066 +	S- LT	M
		IP067a +		IP067a +	M- LT	M
		IP105 +		IP105 +	S- LT	L
		IP125 +		IP125 +	S- LT	L
		IP135 +		IP135 +	S- LT	L
		IP221 +		IP221 +	S- LT	L
		IP307 +		IP307 +	M- LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP009 +	The nearest doctor's surgery, Ivy Street Medical Practice, is 1km south-west of IP009. The site is no more than 2.4km northwest of Ipswich Hospital. The site would provide good access to green and open spaces, including Ipswich Park, Christchurch Park and the countryside. IP066 is within 1 km of a GP surgery (Orchard Road Medical Practice), a sports facility (Goals Ipswich) and within 300m of a green public space (Holywells Park). The policy requires a Travel Plan and Transport Assessment to be prepared which may encourage uptake of active transport. IP067a is 1km south of a Suffolk GP Federation. Site is within 500m of greenspace and is adjacent to an existing community. Norwich Road Surgery is 250m north east of IP135 and 550m north east of IP105. The nearest hospital, Ipswich, is just over 4km east. Access to a public open greenspace or a diverse range of natural habitats from IP105 is limited, the nearest likely being over 1km south west at Chantry Park and 1km north east at Broomhill Park. Broomhill Park is 750m north east of IP135. There is a requirement for a cycle path along the south-west boundary of Site IP105 specifically to link with the existing riverside cycle path. The nearest GP surgery to site IP125 is Landseer Road Surgery, which is 1.3km east. Ipswich Hospital is 3km north east. Residents at the site	IP009 +	S- LT	L
		IP066 +		IP066 ++	S- LT	M
		IP067a +		IP067a +	S- LT	L
		IP105 +		IP105 +	S- LT	L
		IP125 +		IP125 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP135 ++	would have excellent access to Landseer Park, which is 200m north east, for outdoor recreation and exercise.	IP135 ++	S- LT	L
	IP221 ++	Approximately 800m of site IP221 is Chesterfield Drive Surgery. Ipswich Hospital is just under 6km south east. Residents here would have excellent access to green open spaces, including Whitehouse Park and the countryside.	IP221 ++	S- LT	L
	IP307 ++	IP307 is 650m north east of Stoke Park Medical Centre and 400m west of open greenspaces and allotments. A Transport Assessment and Travel Plan is required under this policy because of the relationship to the primary school opposite. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 requires the preparation of a Travel Plan and Transport Assessment is a site is in proximity to an AQMA. An air quality assessment may also be required.	IP307 ++	S- LT	L
4	IP009 +	The proposed development at IP009 would situate new residents away from key sources of noise, air and light pollution and would facilitate high quality and active lifestyles at home and outside.	IP009 +	S- LT	L
	IP066 -	IP066 is adjacent to the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. A Travel Plan and Transport Assessment is required under this policy because of the proximity to the AQMA.	IP066 -	S- LT	L
	IP067a +	IP067a has potential for contaminated land (former energy site) and developing the Site is likely to lead to remediation of contaminated land resulting in the elimination of a potential environmental hazard. Site would situate new residents away from major sources of noise, air and light pollution. There is a requirement for development to address potential odour arising from the nearby sewage works and the policy suggests housing located at the northern end of the site to address proximity issues.	IP067a +	S- LT	M
	IP105 +	IP105 would situate new residents away from major pollutants and adjacent to the river, likely facilitating high quality lifestyles at home.	IP105 +	S- LT	L
	IP125 ++	IP125 would situate new residents away from major sources of noise, air and light pollution and would be likely to facilitate high quality and active lifestyles. The policy states that existing boundary trees should remain to the rear and be supplemented. Consideration should be given to noise reduction measures as required. Development will also be required to provide contributions to upgrading the adjacent play area.	IP125 ++	S- LT	L
	IP135 -	IP135 would situate new residents adjacent to the A1214, which would be a source of noise, air and light pollution. The policy requires TPO trees to be protected at site IP135.	IP135 -	S- LT	L
	IP221 +	IP221 would situate residents away from sources of major pollutants. It is uncertain if the public house and the through traffic of visitors and cars, behind which the homes would be situated, would be a source of disturbance for residents.	IP221 +	S- LT	M
	IP307 +	IP307 would situate new residents away from major sources of noise, air and light pollution. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain. <i>Any site located adjacent to a main road should be required to be accompanied by an air quality and noise assessment.</i>	IP307 +	S- LT	M
5	IP009 +	IP009 is within 2km of Northgate High School. Dale Hall Community Primary School is 1.2km north west of IP009.	IP009 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
skills in the population overall	IP066 +	IP066 is located within 1km of St Helen’s Nursey and Primary School and Clifford Road Primary School. The site is also within 2km of Stoke High and Copleston High Secondary Schools. The site is within 500m of The University of Suffolk campus. IP067a is located within 1km of Cliff Lane Primary School and Piper’s Vale Primary Academy. The Site is within 2km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus. Handford Primary School is 250m south of IP105 and 215m northeast of IP135. Westbourne Academy is approximately 1.5km northwest of both sites. IP125 is 500m west of Piper’s Vale Primary Academy and 1.5km northwest of Ipswich Academy. IP221 is 220m north of Whitehouse Community Primary School and 240m northwest of Westbourne Academy. It is adjacent to a nursery. IP307 is located within 500m of Halifax Primary School. The site is within 500m of a secondary school (e.g. Stoke High School). The site is within 2km of The University of Suffolk campus. Requirement for Travel Plan and Transport Assessment because of the proximity of the primary school opposite.	IP066 +	S- LT	L
	IP067a +		IP067a +	S- MT	L
	IP105 ++		IP105 ++	S- LT	L
	IP125 ++		IP125 ++	S- MT	L
	IP135 ++		IP135 ++	S- LT	L
	IP221 ++		IP221 ++	S- LT	L
	IP307 ++		IP307 ++	S- MT	L
6 To conserve and enhance water quality and resource	IP009 -	IP009 does not coincide with, is not adjacent to and is not within 100m of a water body. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site wide surface water management strategy is required under this policy. This would incorporate SuDs. There is also a need to take account of existing foul sewers in Anglian Water’s ownership. The policy also requires a contaminated land assessment. This will help avoid contamination during ground preparation and construction phases. IP066 is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. IP067a is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. A surface water management plan and a contaminated land assessment is required under this policy. IP105 is adjacent to the River Gipping. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site specific flood risk assessment is required under the policy. Development at IP105 must take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on the water quality. Development at site IP125 would be unlikely to have a negative impact on a surface waterbody. The site is within the Groundwater Source Protection Zone 3. The proposed development would be expected to result in a minor net increase in water consumption. There is a requirement for a contaminated land assessment under this policy. IP135 does not coincide with, is not adjacent to, and is not within 100m of a waterbody. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The policy requires a site specific flood risk assessment and a contaminated land assessment to be prepared. There is also a requirement to improve existing water supply and foul sewage network. IP221 is within groundwater SPZ 3. The proposed development would be expected to result in a net increase in water consumption. The site does not coincide with, is not adjacent to and is not within 100m of a water body.	IP009 +	S- LT	M
	IP066 -		IP066 -	S- LT	L
	IP067a -		IP067a +	S- MT	L
	IP105 --		IP105 -	S- LT	L
	IP125 -		IP125 -	S- MT	L
	IP135 -		IP135 +	S- LT	L
	IP221 -		IP221 -	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP307 -	IP307 is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP307 -	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	IP009 -	The proposed development at site IP066 would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic. There is a requirement for a Travel Plan and Transport Assessment because of proximity to an AQMA under this policy, as well as an air quality assessment.	IP009 -	S-LT	M
		IP066 --	The proposed development at site IP067a would be expected to result in a net increase in emissions, primarily due to the associated increase in local traffic. The policy requires development to address any potential odour arising from the nearby sewage works. The policy also suggest that housing is located at the northern end of the site to address proximity issues.	IP066 -	S-LT	L
		IP067a -	IP125 has potential to moderately increase emissions to air as a result of new traffic movements. As the site is in existing commercial use, and the site is within 120m of a bus stop with frequent services, impacts on air pollution would be minor. There is a requirement to enhance biodiversity and a for a landscaping scheme on site which may help filter air pollutants.	IP067a -	S-LT	L
		IP105 -	The proposed development at sites IP009, IP105, IP221, IP135 and IP307 would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the sites is very good, which may help to limit increases in air pollution associated with road transport.	IP105 -	S-LT	L
		IP125 -	DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA.	IP125 -	M-LT	M
		IP135 -	Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.	IP135 -	S-LT	L
		IP221 -	Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	IP221 -	S-LT	L
		IP307 -	Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	IP307 -	S-LT	L
8	<i>To conserve and enhance soil and mineral resources</i>	IP009 ++	Sites IP009, IP066, IP067a, IP105, IP125, IP135 and IP307 are brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.	IP009 ++	S-LT	M
		IP066 ++	The portion of land at site IP221 upon which the new homes would be built is previously undeveloped land. The proposed development would result in a permanent loss of ecologically valuable soils. These soils are not BMV.	IP066 ++	S-LT	L
		IP067a ++	The policy requires a contaminated land assessment to be prepared for sites IP009, IP066, IP067a, IP105 and IP125.	IP067a ++	S-LT	L
		IP105 ++	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.	IP105 ++	S-LT	M
		IP125 ++	Policy DM18 would also apply with respect to contaminated land.	IP125 ++	S-LT	L
		IP135 ++		IP135 ++	S-LT	M
		IP221 -		IP221 -	S-LT	L
		IP307 ++		IP307 ++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	IP009 -	The proposed development at all of the sites under this policy would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP009 -	S-LT	M
		IP066 -		IP066 -	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP067a -	Site IP067a lies in a landfill consultation zone. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP067a -	S- LT	L
		IP105 -		IP105 -	S- LT	L
		IP125 -		IP125 -	S- LT	L
		IP135 -		IP135 -	S- LT	L
		IP221 -		IP221 -	S- LT	L
		IP307 -		IP307 -	S- LT	L
10	Reduce emissions of GHG from energy consumption	IP009 -	The construction and operation of the proposed development at all of the sites allocated under this policy would be expected to result in a net increase in greenhouse gas emissions, largely due to an associated increase in road traffic. All of the proposed sites have good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP009 -	S- LT	M
		IP066 -		IP066 -	S- LT	L
		IP067a -		IP067a -	S- LT	L
		IP105 -		IP105 -	S- LT	L
		IP125 -		IP125 -	S- LT	L
		IP135 -		IP135 -	S- LT	L
		IP221 -		IP221 -	S- LT	L
11	Reduce vulnerability to climatic events and flooding	IP009 --	IP009 is at a high risk of surface water flooding. Policy changes incorporate the need for a surface water management plan in the constraints section SuDs are a requirement of this. IP066 is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage. There is a requirement for biodiversity net gain and green space as part of the allocation. IP067a is within EA Flood Zone 1 – low risk. Site is not at risk of surface water flooding. A surface water management strategy is now required because the SFRA Refresh identifies surface water flooding in proximity to the site. IP105 coincides with Flood Zones 3 and 2 and has large areas at a high risk of surface water flooding. A site specific flood risk assessment is required under this policy. IP125 is in Flood Zone 1. The southwestern corner has a small area of land at a high risk of surface water flooding. However, as the site is existing hardstanding the proposed development would likely be an opportunity to improve site drainage and reduce surface flood risk. Biodiversity net gain and landscaping scheme are specifically required in policy changes, which could have benefits for flood risk. Site IP135, IP221 and IP307 are in Flood Zone 1 and are not at risk of surface water flooding. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP009 -	S- LT	M
		IP066 +		IP066 ++	S- LT	M
		IP067a +		IP067a +	N/A	M
		IP105 --		IP105 -	S- LT	L
		IP125 +		IP125 +	S- LT	L
		IP135 +		IP135 +	S- LT	L
		IP221 +		IP221 +	S- LT	L
12	Safeguard the integrity of the coast and estuaries	IP009 O	The proposed development at sites IP009, IP066, IP067a, IP105, IP025, IP135, IP221 and IP307 would be unlikely to have a discernible impact on the coast or estuaries.	IP009 O	N/A	M
		IP066 O		IP066 O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP067a O		IP067a O	N/A	M
		IP105 O		IP105 O	N/A	L
		IP125 O		IP125 O	N/A	M
		IP135 O		IP135 O	N/A	L
		IP221 O		IP221 O	N/A	L
		IP307 O		IP307 O	N/A	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	IP009 O	Development at IP009 would be unlikely to have a discernible impact on biodiversity. The policy sets out the requirement for biodiversity net gain. IP066 is adjacent to Mitre Way County Wildlife Site. The site is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. Policy changes incorporate requirement for biodiversity net gain.	IP009 +	S- LT	M
		IP066 -	IP066 is within 500m of River Orwell LWS (not adjacent), Landseer Park Carr LWS (not adjacent) and Volvo, Raeburn Road Site LWS (not adjacent). The extent of green infrastructure proposed is unknown at this stage. The Site is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly, although it does currently contain trees along the Site perimeter. In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Policy changes incorporate requirement for biodiversity net gain.	IP066 +	S- LT	L
		IP067a -	IP067a is adjacent to the River Gipping County Wildlife Site. Development at IP105 must take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. A diverse range of native plant species should be incorporated into the proposed development at the site to help enhance their biodiversity value. SUDS should be incorporated into the development at IP105. Careful management of runoff during construction is necessary to help avoid contamination or pollution of the waterway. Policy changes incorporate requirement for biodiversity net gain and design and layout needs to support wildlife corridor function. Requirement for a river corridor buffer 10m, which has to be taken into account regarding IP105.	IP067a +	S- LT	L
		IP105 -	IP105 is adjacent to the River Gipping County Wildlife Site. Development at IP105 must take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. A diverse range of native plant species should be incorporated into the proposed development at the site to help enhance their biodiversity value. SUDS should be incorporated into the development at IP105. Careful management of runoff during construction is necessary to help avoid contamination or pollution of the waterway. Policy changes incorporate requirement for biodiversity net gain and design and layout needs to support wildlife corridor function. Requirement for a river corridor buffer 10m, which has to be taken into account regarding IP105.	IP105 -	S- LT	L
		IP125 O	IP125 is considered to be of a very limited biodiversity value, particularly in its current condition. Site is not in proximity to a biodiversity designation. The proposed development could be an opportunity to achieve biodiversity net gains at the site. The policy changes incorporate requirement for biodiversity net gain. Landscaping scheme is required and to protect existing trees.	IP125 +	N/A	L
		IP135 O	Development at IP135 would be unlikely to have a discernible impact on biodiversity. IP135 considers protection of existing trees. Any GI pre-existing in both sites should be preserved and/or enhanced as much as possible.	IP135 O	N/A	L
		IP221 -	IP221 would be unlikely to have impact a designated biodiversity asset. The site could potentially be supporting protected species given the presence of existing structures. The proposed development would result in the loss of some limited greenfield land to the rear. This could also reduce habitat connectivity in the local area. Appropriate ecological surveys should be carried out prior to development. Policy changes incorporate requirement for biodiversity net gain. Protected	IP221 -	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP307 ○	trees on site which require protection, there is a requirement for further surveys for reptiles and requirement to maintain some existing scrub to preserve local opportunity for hedgehogs hibernating. IP307 is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. Policy changes incorporate requirement for biodiversity net gain.	IP307 +	N/A	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP009 ○	IP009 is 65m west of the Grade II Listed Building 'The Spinney Including Car Port and Log Store' and is also 150m north east of the Ipswich Conservation Area. Given the lay of the land and the extent of existing residential built form, IP009 would be unlikely to have a discernible impact on the historic environment. Changes to the policy incorporate design requirements for the site, which could lead to positive effects against this objective.	IP009 +	N/A	L
	IP066 ○	There are several Grade II Listed Buildings within 300m of IP066. However, given the lay of the land and the existing built form between these assets and the site, as well as the fact that the site is currently used for warehousing, the proposed Development would not be expected to discernibly impact the historic environment. Changes to policy incorporate design requirements for the site, which would likely have a positive impact on the setting of historic assets.	IP066 +	N/A	L
	IP067a ○	IP067a is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site. There is a requirement for a condition relating to archaeology because of palaeolithic remains.	IP067a +	N/A	M
	IP105 ○	IP105 would be unlikely to have a discernible impact on the historic environment.	IP105 ○	N/A	M
	IP125 ○	The proposed residential development at IP125 would be unlikely to have discernible impact on any heritage assets or historic areas. Approximately 30m south of IP135 is the Grade II Listed Building Suffolk Record Office and Theatre. The proposed development is an opportunity to enhance the site's contribution to the setting of this heritage asset. Proportionate Heritage Impact Assessment is required.	IP125 ○	N/A	L
	IP135 +	The site is located in the Area of Archaeology Importance so a condition will be required to deal with archaeology. Changes to policy incorporate design requirements for the site.	IP135 +	S-LT	L
	IP221 ○	The proposed development at IP221 would be unlikely to have a discernible impact on the historic environment. Changes to policy incorporate design requirements for the site, which could lead to positive effects against this objective.	IP221 +	N/A	L
	IP307 ○	IP307 is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site. Changes to policy incorporate design requirements for the site, which could lead to positive effects against this objective. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to all of the sites under this policy given the surrounding historic context.	IP307 +	N/A	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP009 +	The proposed development at IP009 would be situated within an existing residential area, so adverse impacts would be likely to be kept to a minimum. Policy changes incorporate requirement for biodiversity net gain. Changes to policy incorporate design requirements for the site.	IP009 +	S-LT	M
	IP066 +	IP066 would be an opportunity to enhance the Site's current impact on the local townscape character through high quality design and green infrastructure. Policy changes incorporate requirement for biodiversity net gain. Changes to policy incorporate design requirements for the site.	IP066 +	S-LT	L
	IP067a -	IP067a is a former energy site. However, it currently contains trees and hedgerow along the site perimeter that make a positive contribution to the local character and the proposed development could potentially	IP067a +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP105 +	diminish this. Policy changes incorporate requirement for biodiversity net gain, which could lead to an overall beneficial effect. IP105 & IP135 are brownfield and situated within existing residential built form. It is therefore considered to be unlikely that the proposed development at the site would have a discernible impact on the local character. The proposed development could potentially help the sites to make a more positive contribution towards the local character beyond their current site uses. Policy changes incorporate requirement for biodiversity net gain. Changes to policy incorporate design requirements for the site. IP125 is a brownfield site and therefore the proposed development could potentially enhance the site's contribution towards the local townscape character. Policy changes incorporate requirement for biodiversity net gain. The proposed development at IP221 would result in the loss of some small greenfield land and limited private open space which would have a minor adverse impact on the local character. Policy changes incorporate requirement for biodiversity net gain and incorporate design requirements for the site, which could minimise the significance of effects. The proposed development at IP307 could be an opportunity to enhance the Site's contribution to the local character. Policy changes incorporate requirement for biodiversity net gain. Changes to policy incorporate design requirements for the site. The broad proposed designs or appearance of the sites is unknown at this stage, although the sites would result in the redevelopment of urban brownfield land and provide opportunities to improve local character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	IP105 +	S- LT	M
	IP125 +		IP125 +	S- LT	L
	IP135 +		IP135 +	S- LT	M
	IP221 -		IP221 -	S- LT	L
	IP307 +		IP307 +	S- LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	The proposed development at all sites under this policy would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP009 +	S- LT	L
	IP066 +		IP066 +	S- LT	H
	IP067a +		IP067a +	S- LT	M
	IP105 +		IP105 +	S- LT	L
	IP125 +		IP125 +	S- LT	M
	IP135 +		IP135 +	S- LT	L
	IP221 +		IP221 +	S- LT	L
	IP307 +		IP307 +	S- LT	H
17	Maintain and enhance the vitality and viability of town and retail centres	The proposed development at all sites would situate new residents in proximity, and with good access, to central areas in Ipswich. Development in these locations may also help to rejuvenate brownfield sites in the Borough.	IP009 +	S- LT	M
	IP066 +		IP066 +	S- LT	H
	IP067a +		IP067a +	S- LT	L
	IP105 +		IP105 +	S- LT	L
	IP125 +		IP125 +	N/A	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP135 +		IP135 +	S- LT	L
	IP221 +		IP221 +	S- LT	L
	IP307 +		IP307 +	S- LT	H
18	IP009 ++	<p>IP009 is within 500m of multiple bus stops and is within 2km of Westerfield Railway Station. The site is accessible for pedestrians and cyclists, as well as users of the strategic road network.</p> <p>IP066 is within 200m of Duke Street District Centre, 300m of a green public space (Holywells Park) and adjacent to a bus service. There is a requirement for a Travel Plan and Transport Assessment to be prepared at this site because of proximity to AQMA.</p> <p>IP067a is 165m south of a bus stop. The site is accessible via foot and cycle. The Site is highly accessible via the strategic road network. There is a requirement for a Travel Plan and Transport Assessment. A new Toucan crossing is required to enhance pedestrian safety and to help modal shift patterns. Access constraints will need to be resolved before development can commence. Development is likely to require signal control of Landseer Road /Sandy Hill Lane as a means of transport mitigation.</p> <p>IP105 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.4km south. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. There is a requirement for a cycle path along the south-west boundary to link with the existing riverside cycle paths.</p> <p>IP125 is approximately 120m north east of site IP125 is a bus stop with frequent services. The site is considered to be highly accessible via walking and cycling. Ipswich Railway Station is 2.2km north-west.</p> <p>IP135 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.4km south. The site is highly accessible for pedestrians, cyclists and users of the strategic road network.</p> <p>IP221 is within 500m of multiple bus stops. The nearest railway station, Westerford, is 3.2km east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. Potential access constraints will need to be resolved before the development can commence.</p> <p>IP307 is within 500m of several bus stops and is 1km north south of Ipswich Railway Station. A Transport Assessment and Travel Plan will be required under this policy.</p> <p>Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.</p> <p>Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.</p>	IP009 ++	S- LT	M
	IP066 ++		IP066 ++	S- LT	M
	IP067 ++		IP067a ++	S- LT	L
	IP105 ++		IP105 ++	S- LT	L
	IP125 ++		IP125 ++	S- LT	L
	IP135 ++		IP135 ++	S- LT	L
	IP221 ++		IP221 ++	S- LT	L
	IP307 ++		IP307 ++	S- LT	L
19	IP009 +	<p>All sites are unlikely to have a discernible effect on digital infrastructure or broadband speeds. As all of the sites in this policy are in an urban area, they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p>Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.</p>	IP009 +	S- LT	L
	IP066 +		IP066 +	S- LT	L
	IP067a +		IP067a +	S- LT	L
	IP105 +		IP105 +	S- LT	L
	IP125 +		IP125 +	S- LT	L
	IP135 +		IP135 +	S- LT	L
	IP221 +		IP221 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP307 +		IP307 +	S- LT	L

3.2.2 Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

Sites IP274 and IP280 are ‘new’ sites which have not been considered in the SA process previously. Further details on the inclusion of these sites can be found in Chapter 4.

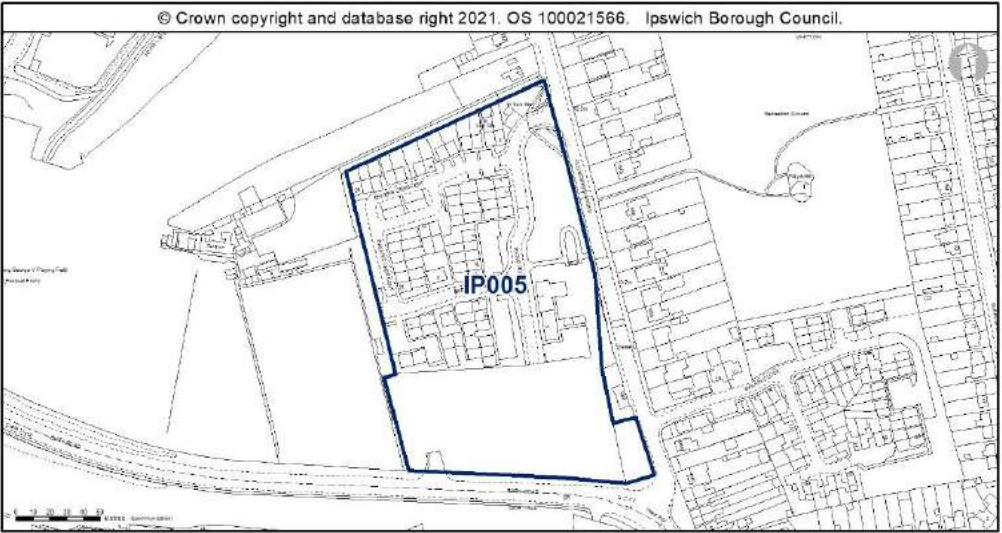
Sites IP042, IP048C, IP054a, IP074, IP088, IP142, IP169, IP200, IP205, IP206, IP211, IP214, IP245, IP279a and IP283 are now set out in other policies of the Local Plan Review

Sites IP088, IP211 and IP214 have been removed from Local Plan Review as the development has been completed at the three locations.

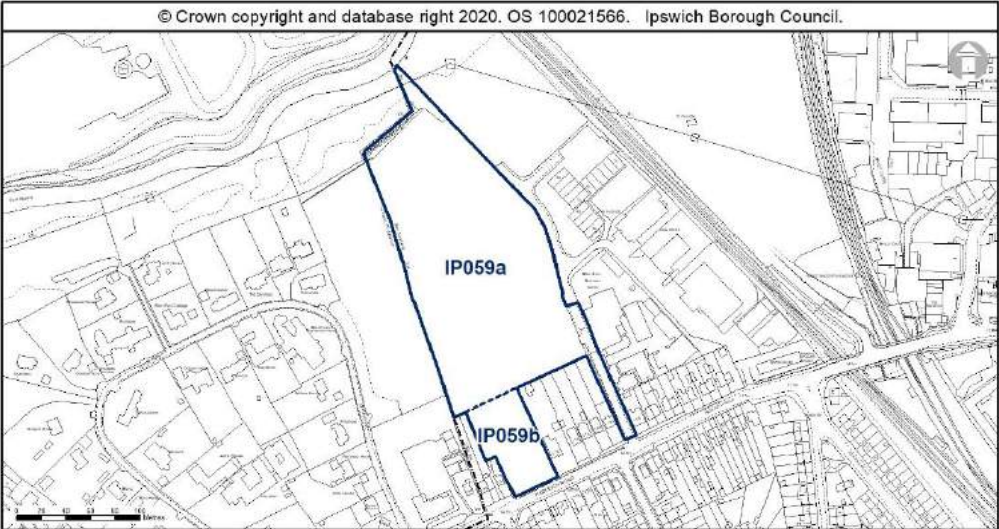
Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

As at 1st April 2019, the sites listed in Table 2 below have planning permission for residential development, student accommodation or mixed use development including residential use, which has not been implemented or has started and then stalled, or are awaiting the completion of a Section 106 Agreement. Should the permissions fail to be issued or implemented and lapse during the plan period or the development fail to come forward or be completed in accordance with the permission, the Council will protect the sites for residential use or residential-led mixed use.

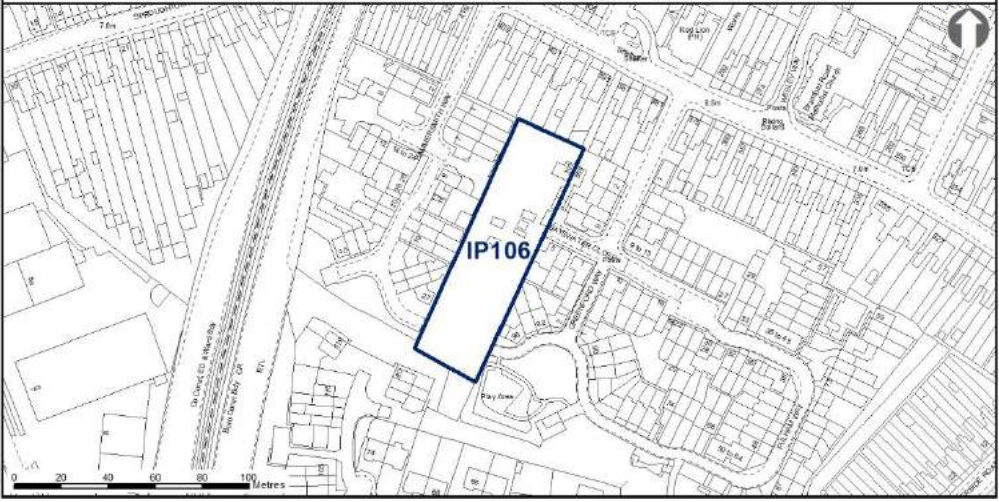
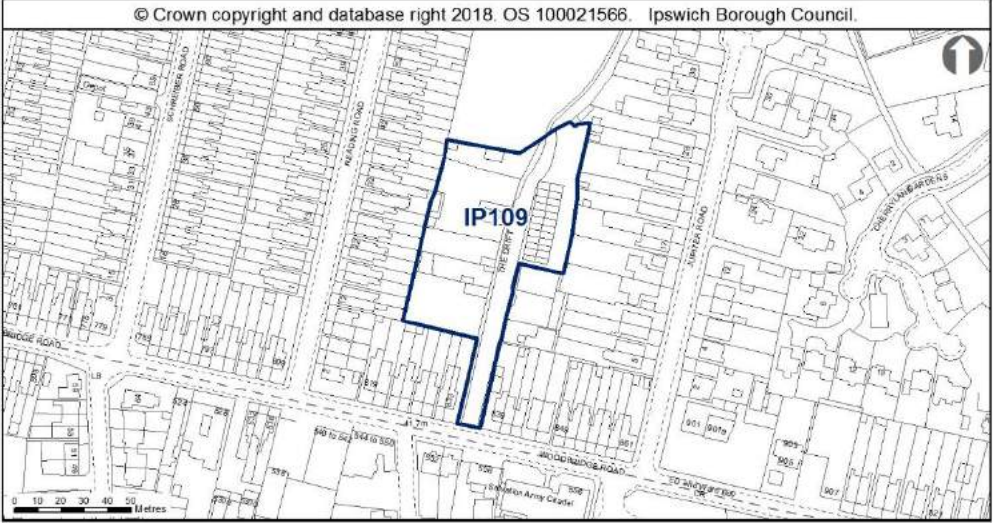
Table 2 Sites with planning permission or awaiting a Section 106 Agreement, outside the IP-One Area

Site	Address and current situation	Site area ha (% for residential)	Capacity	Evidence	Time-scale	Acceptable Uses
IP005	Former Tooks Bakery, Old Norwich Road 80% residential and c. 20% is safeguarded for the provision of a new health centre.	2.8 (c. 80%)	60	45dph (Development Brief) Capacity in line with draft proposals (16/00969/FPI3)	S	80% Residential & 20% Health Centre (Class E(e)) (in accordance with permission 16/00969/FPI3)
<p style="text-align: center;">© Crown copyright and database right 2021. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • Development should deliver a medical centre on site; • Access constraints and improvements to existing pedestrian/ cycleways required; 						

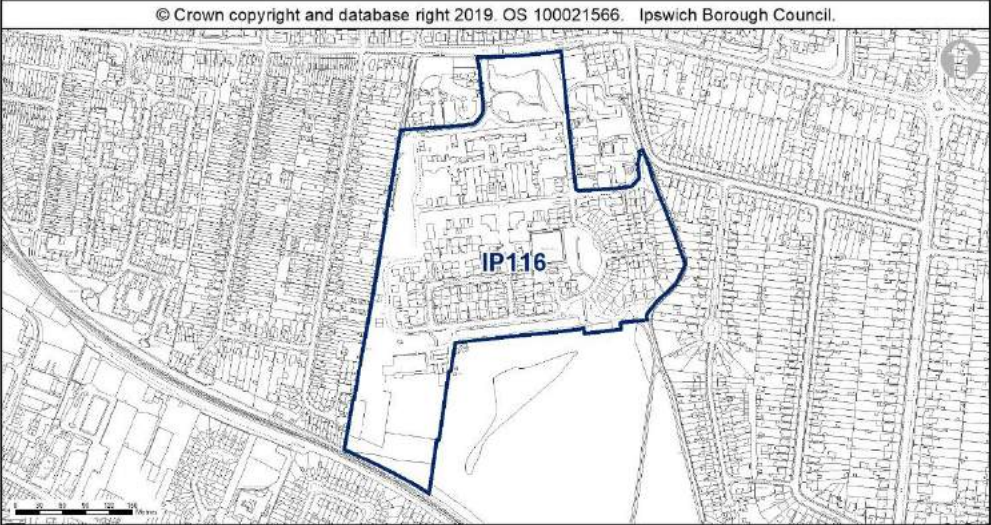
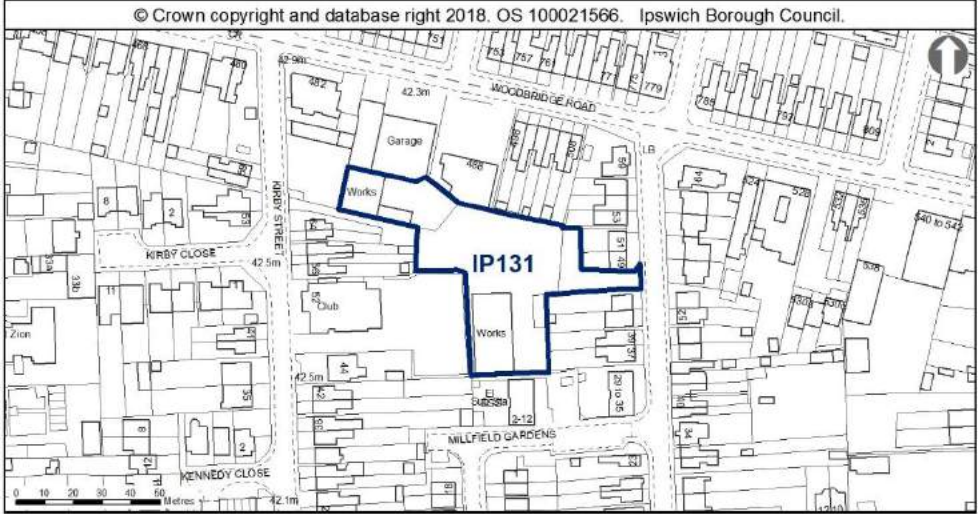
Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

	<ul style="list-style-type: none"> • <u>Contaminated Land Assessment required and mitigation delivered to address any findings;</u> • <u>The site is close to the Whitton Conservation Area. Any cumulative impacts on the conservation area with the development of adjacent site IP032 and site IP140 will need to be taken into account;</u> • <u>Archaeology - the site lies on high ground above the Gipping Valley. The adjacent site IP032 has been subject to geophysical survey and a desk based assessment has been carried out for both sites. There is potential for remains of multiple periods on the site and trenched evaluation and investigation will be required;</u> • <u>Water infrastructure and/or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required;</u> • <u>A transport assessment and travel plan will be required; and</u> • <u>Surface water flooding local to site. Surface water drainage and management strategy required (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11A).</u> 					
IP042	Land between Cliff Quay and Landseer Road	4.64	222	15/01040/OUT awaiting a S106	M	
IP048 G	6-10 Cox Lane and 36-46 Carr Street (upper floors)	0.2	33	18/00740/P3JPA	S	
IP054a	30 Lower Brook Street	0.56	62	16/01037/FUL	S	
IP059a & b	Arclion House and Elton Park, Hadleigh Road	2.63	103 within IBC	16/01220/OUT	S/M	<u>Residential including safeguarding land for a pedestrian and cycle bridge to the river path</u>
<p>© Crown copyright and database right 2020. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>The site is sensitive to archaeology. It lies within a topographically favourable location overlooking the River Gipping, in a general area of prehistoric remains (IPS 104, IPS 034). Development proposals will require a condition relating to archaeological investigation attached to any planning consent. A desk based assessment would be appropriate in the first instance, to establish impacts of past land use;</u> • <u>Need to ensure land is safeguarded to provide for a pedestrian and cycle bridge over the river to link to the river path on the northern bank, in accordance with the River Strategy;</u> • <u>A Contaminated Land Assessment is required and mitigated to address any findings;</u> • <u>Trees covered by Tree Preservation Orders are on or abounding the site and will require protection during construction works and arboricultural assessment is required (an application for Tree Works may be needed);</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10), and a surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>A transport assessment and travel plan will be required; and</u> • <u>Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain.</u> 						
IP074	Land at Upper Orwell Street	0.07	9	16/01179/FUL approved 03.02.17	S	

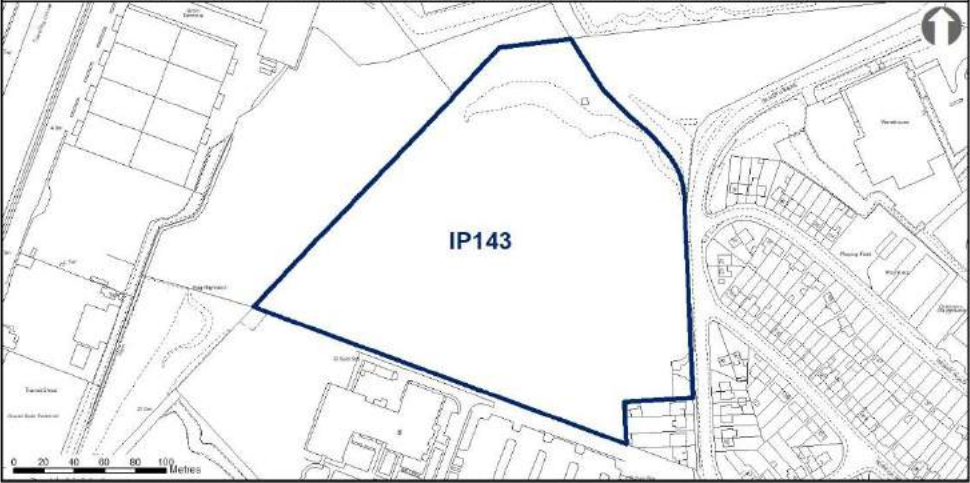

Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

IP088	79 Cauldwell Hall Road	0.30	17	17/01115/VC approved 22/02/18	S	
IP106	391 Bramford Road	0.33	11	19/00045/FUL	S	<u>Residential</u>
	<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> Contaminated Land Assessment is required and mitigation to address any findings; Site is within an Area of Archaeological Importance and an Archaeological assessment will be required; and Tree Preservation Orders are present in or close to the site, these will require tree protection works during construction (an application for Tree Works may be needed). 					
IP109	R/O Jupiter Road & Reading Road	0.42	6 13	12/00192/FUL (pending)	S	<u>Residential</u>
	<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> Ecological Surveys and appropriate mitigation will be required to achieve biodiversity net gain; and Foul and Surface Water Drainage Strategy required. 					
IP116	St Clement's Hospital Grounds	11.85	46 108	14/00721/OUT 16/00659/REM & 16/00677/REM 108 46 dwellings outstanding at 01/04/2019-2020	S	<u>Residential</u>

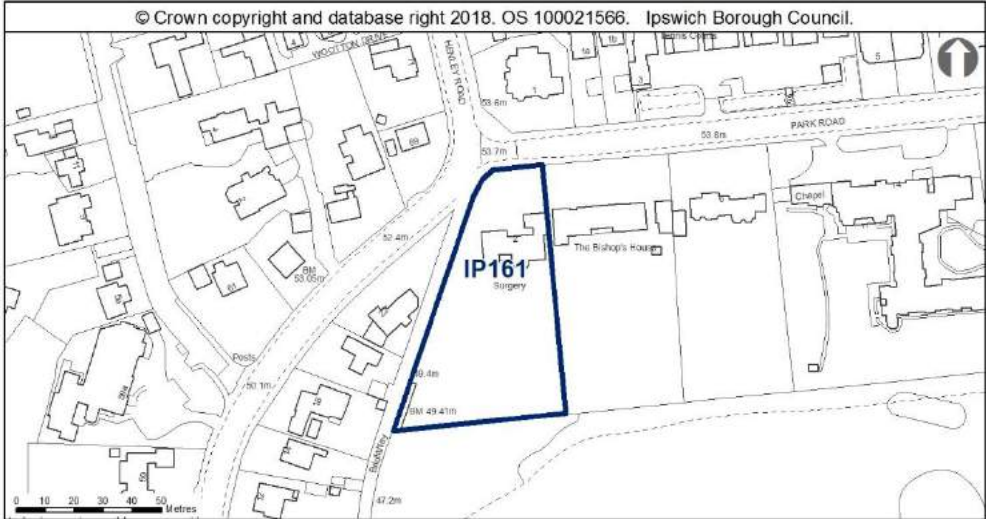
Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

			<p>Constraints:</p> <ul style="list-style-type: none"> • Sports facilities should be retained or replaced; • Tree Preservation Orders on site or nearby and adjacent to a local wildlife site (the golf course), trees will require protection during construction works; • Design and layout should support wildlife corridor functions. Bat and reptile surveys will be required prior to any vegetation clearance, and mitigation where appropriate; • This development affects an area of high archaeological potential, as defined by information held by the County Historic Environment Record (HER). The proposed works will cause significant ground disturbance that have the potential to damage any archaeological deposits that exist. Any permission will require a condition relating to archaeological investigation. Historic buildings should be assessed; • Water infrastructure and /or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required; and • The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. 			
IP131	Milton Street	0.28	9	15/01158/FUL (& 18/00552/FUL)	M	Residential
			<p>Constraints:</p> <ul style="list-style-type: none"> • Contaminated Land Assessment required and mitigation to address any findings; and • Surface water flooding local to site and site wide Surface Water Drainage Strategy required (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11A). 			
IP142	Land at Duke Street Allocation to provide for public open space (25%)-	0.39 (75%)	44	90dph (DM23a lower end of range) (17/00570/FUL)	M	

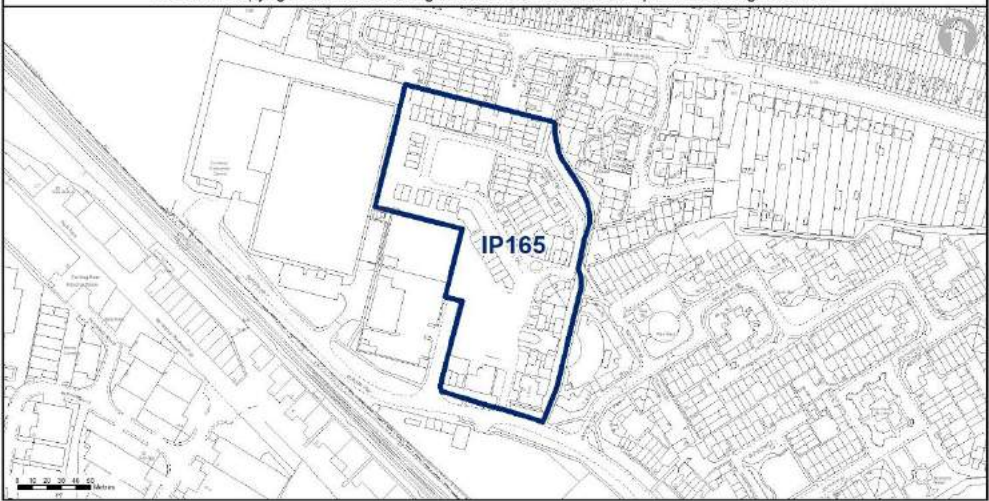
Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

IP143	Former Norsk Hydro	4.5	85	17/00769/OUT approved 04.10.2019		Residential
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Health and Safety Executive Consultation Zone covers part of site and should inform development density and layout;</u> • <u>A Contaminated Land Assessment will be required and mitigation delivered to address any findings;</u> • <u>Ecological Assessment and mitigation will be required and provide biodiversity net gain;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>A Foul Water Strategy will be required;</u> • <u>A Slope Stability Strategy will be required;</u> • <u>A Transport Assessment and Travel Plan will be required;</u> • <u>An Air Quality Assessment will be required;</u> • <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMS), such that adverse effects on integrity are ruled out, alone or in-combination;</u> • <u>An Odour Assessment will be required; and</u> • <u>An Archaeological investigation will be required.</u> 						
IP150a	Ravenswood U, V, W	2.23	96 94	07/00765/OUT for part of outline site	S	Residential
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Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

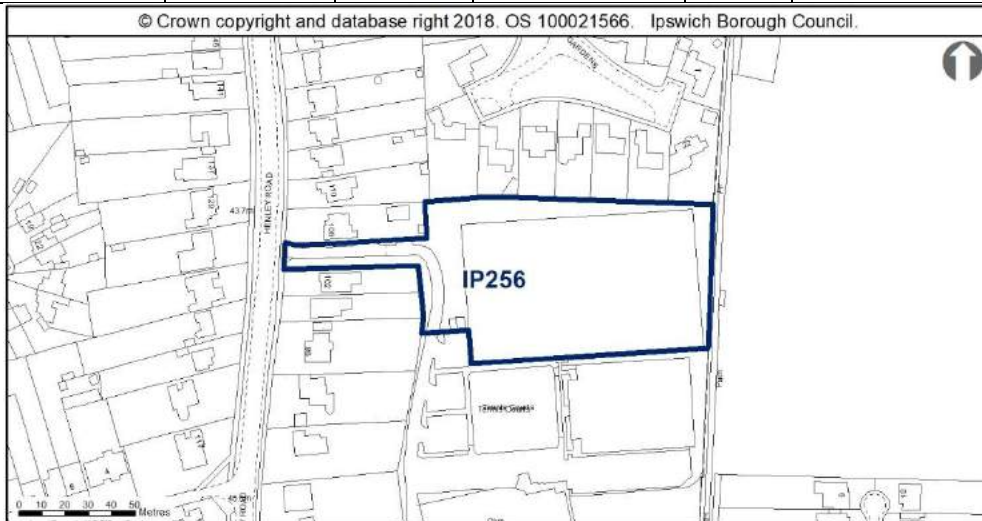
	<p>Constraints:</p> <ul style="list-style-type: none"> • <u>The site lies in the vicinity of Prehistoric and Medieval sites. Development will require a condition relating to archaeological investigation attached to any planning consent;</u> • <u>A Transport Assessment and Travel Plan will be required;</u> • <u>Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;</u> • <u>Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain;</u> • <u>Arboricultural Impact Assessment and Tree Protection Plan required.</u> • <u>Contaminated Land assessments will be required.</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B); and</u> • <u>Development should link into cycling and pedestrian route networks.</u> 					
IP161	2 Park Road	0.35	14	19/00065/FUL pending approved 27.09.2019	S	Residential
	 <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A proportionate heritage statement will be required;</u> • <u>Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain;</u> • <u>Tree Preservation Orders are on place on the site, these will require tree protection works during construction, other mature trees should be retained (an application for tree works may be required); and</u> • <u>A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11).</u> 					
IP165	Eastway Business Park, Europa Way	2.08	8 78	As per approved scheme (13/00943/OUT 17/00795/REM) and now on site. Under construction 78 8 outstanding.	S	Residential

Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

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<p>Constraints:</p> <ul style="list-style-type: none"> • A transport assessment and travel plan will be required; • A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11B); and • A Contaminated Land Assessment will be required and mitigation delivered to address any findings. 						
IP169	23-25 Burrell Road	0.08	4	12/00087/FUL approved 22.03.2012. Under construction 4 outstanding.	S	
IP200	Griffin Wharf, Bath Street	0.79	71 113	17/00382/FUL pending approved 11.06.2019 Previous pps: 11/00507/FUL approved 01.09.2011 (132 flats) 05/00819/FUL-	S	
IP205	Burton's, College Street	0.19	9 14	02/01241/FUL (196 in total, 71 completed April 2014). Application 19/00624/FPI3 on part of site for 14 self-contained flats)	S/M	
IP206	Cranfields, College Street	0.71	134	04/00313/FUL (337 in total, 197 completed April 2014) 16/00092/VC (replaced 16 of the flats with 43 (29 studios + 14 one-beds)	S	
IP211	Regatta Quay, Key Street	0.85	156	09/00130/FUL (pending) 05/00296/FUL added 25 extra units: 150 (at winerack) and 6 at 16/00346/FUL	S	
IP214	300 Old Foundry Road	0.02	12	10/00805/VC expired Dec 2013. 17/00144/FUL	S	

Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

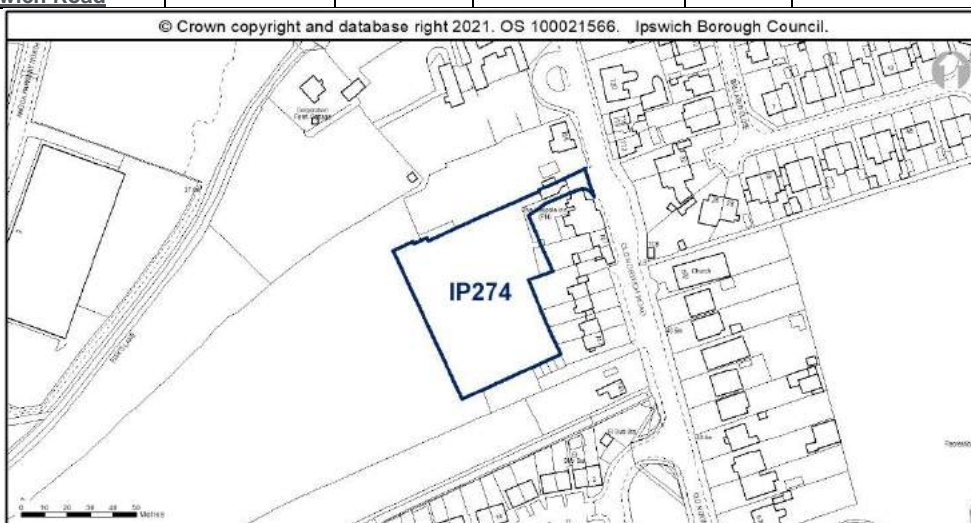
IP245	12-12a Arcade Street	0.06	14	18/00899/FUL approved 06.09.2019	S	
IP256	Artificial hockey pitch, Ipswich Sports Club, subject to the requirements of policy DM5 being met.	0.6 (excludes access road)	28	16/00987/FUL. Awaiting S.106 approved 20.09.2018	S	Residential



Constraints:

- Development should accord with Core Strategy Policy DM5 in relation to the requirement to make alternative and improved sports provision;
- Tree Preservation Orders are in place on the eastern boundary of the site, these will require tree protection works during construction, other mature trees should be retained (an application for tree works may be required); and
- A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix 1A Map 11A).

IP274	Rear of former Maypole PH, Old Norwich Road	0.39	11	16/00763/FUL awaiting S.106		Residential
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Constraints:

- Multiple trees and extensive hedging on site which need to be protected or appropriate replacement planting provided;
- A proportionate heritage statement will be required;

Policy SP3: Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area

	<ul style="list-style-type: none"> <u>In an area of Medium Conservation Value. Ecology Assessment and biodiversity net gain measures will be required; and</u> <u>Development should comply with Policy DM10 because the site is located in a In Green Corridor.</u> 					
IP279a	Former British Telecom, Bibb Way	0.63	78	18/00470/P3JPA approved 20.07.2018	S	
IP280	<u>Westerfield House, Humber Doucy Lane</u>	<u>3.5</u>	<u>156 & 21 (equivalent care home dwellings) 177 in total</u>	<u>14/01039/FUL 17/00489/VC & 18/00526/OUT</u>		<u>Residential</u>
© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.						
<p><u>Constraints:</u></p> <ul style="list-style-type: none"> <u>Within curtilage of Grade II Listed Building (Westerfield House) and therefore an appropriate Heritage Impact Assessment is required;</u> <u>A Contaminated Land Assessment will be required and mitigation delivered to address any findings;</u> <u>Ecology surveys and measures for biodiversity net gain will be required;</u> <u>Development should comply with Policy DM10 because the site is located in a In Green Corridor;</u> <u>A site-specific Flood Risk Assessment will be required which takes into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10);</u> <u>Arboricultural Impact Assessment and Tree Protection Plan required as TPO trees adjacent to site; and</u> <u>A Transport Assessment and Travel Plan will be required.</u> 						
IP283	25 Grimwade Street- Student Union Club and adjacent car park, Rope Walk	0.27	14	17/00049/FUL	S	
	Total		1,470-654			

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP005	The proposed development at all sites under this policy would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP005	S-	L
		+		+	LT	L
		IP059a&b		IP059a&b	S-	L
		+		+	LT	L
		IP106		IP106	S-	L
+	+	LT	L			
		IP109	IP109	S-	L	
		+	+	LT	L	

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP116 +		IP116 +	S- LT	L
	IP131 +		IP131 +	S- LT	L
	IP143 +		IP143 +	S- LT	L
	IP150a +		IP150a +	S- LT	L
	IP161 +		IP161 +	S- LT	L
	IP165 +		IP165 +	S- LT	L
	IP256 +		IP256 +	S- LT	L
	IP274 +		IP274 +	S- LT	L
	IP280 +		IP280 +	S- LT	L
	2 <i>To meet the housing requirements of the whole community</i>		IP005 +	<p>IP005 would deliver 60 dwellings. It is expected that 41 of the 60 dwellings at IP005 would be affordable housing.</p> <p>IP059a&b would deliver 103 dwellings.</p> <p>IP106 provides 11 new homes.</p> <p>IP109 would deliver 13 dwellings.</p> <p>IP116 would deliver 108 dwellings.</p> <p>IP131 would deliver 9 dwellings.</p> <p>IP143 will provide 85 new homes.</p> <p>IP150a would deliver 94 new dwellings.</p> <p>IP161 would deliver 14 dwellings.</p> <p>IP165 would deliver 78 dwellings.</p> <p>IP256 would deliver 28 dwellings.</p> <p>IP274 would deliver 11 dwellings.</p> <p>IP280 would deliver 156 new dwellings and 21 equivalent care home dwellings.</p> <p>Policy CS12 will apply regarding affordable housing.</p>	IP005 +
IP059a&b +		IP059a&b +	S- LT		L
IP106 +		IP106 +	S- LT		L
IP109 +		IP109 +	S- LT		L
IP116 +		IP116 +	S- LT		L
IP131 +		IP131 +	S- LT		L
IP143 +		IP143 +	S- LT		L
IP150a +		IP150a +	S- LT		L
IP161 +		IP161 +	S- LT		L
IP165 +		IP165 +	S- LT		L
IP256 +		IP256 +	S- LT		L
IP274 +		IP274 +	S- LT		L
IP280 +		IP280 +	S- LT		L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP005 ++	<p>IP005 would provide for a new health centre and Ipswich Hospital is just over 6km east. Access to green and open spaces, and a diverse range of natural habitats, is excellent for the site. There is a requirement under this policy for a medical centre to be delivered on site.</p> <p>The nearest doctor's surgery to site IP059a&b is Hawthorn Drive Surgery, located 1.5km south of IP059a&b. IP059a&b would situate new residents in proximity to green and open spaces, including Chantry Park a few metres south and the countryside just beyond. Land is safeguarded to land a pedestrian and cycle bridge to the river path for IP059a&b requires an improvement to existing open space, which could have benefits against this objective.</p>	IP005 ++	S- LT	L
	IP059a&b +		IP059a&b +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP106 +	IP106 is within 1 km of Norwich Road GP surgery. The Site is within 1km of public open greenspace on Sherrington Road and Bramford Lane and is within of the Ipswich countryside.	IP106 +	M- LT	M
	IP109 ++	IP109 is no more than 900m north west of Ipswich hospital. The site is within 800m west of Two Rivers Medical Centre. The site is less than 1km south of the entrance to Ransomes Sports Pavilion.	IP109 ++	S- LT	L
	IP116 ++	IP116 would be no more than 1.5km from Ipswich Hospital. IP116 would be no more than 900m from the Felixstowe Medical Centre. Sports facilities would be retained or replaced. The site would have good access to green and open spaces at Racecourse Recreation Ground and St Clements Golf Club.	IP116 ++	S- LT	L
	IP131 ++	IP131 is no more than 900m north west of Ipswich hospital. The site is within 800m west of Two Rivers Medical Centre. Adjacent to the northern perimeter of IP131 is an accessible greenspace with a play area. IP131 is 800m south east of Brunswick road park. The site is less than 1km south of the entrance to Ransomes Sports Pavilion.	IP131 ++	S- LT	L
	IP143 ++	IP143 is 1km south of a Suffolk GP Federation. The site is within 500m of greenspace and is adjacent to an existing community. IP150a would situate new residents 500m south west of Ravenswood Medical Practice, within 500m of open spaces and the countryside and adjacent to an existing community. There is a policy requirement for the development to link into cycling and pedestrian route networks.	IP143 ++	S- LT	L
	IP150a ++	The nearest doctor's surgery to site IP161 is Ivy Street Medical Practice, which is 500m south-west. The site is no more than 2.4km north west of Ipswich Hospital. The site would provide good access to green and open spaces, including Ipswich Park, Christchurch Park and the countryside.	IP150a ++	S- LT	L
	IP161 +	IP165 is somewhat distant from a GP surgery, the nearest being Norwich Road Surgery and The Chesterfield Drive Surgery, 1.5km east. The nearest hospital, Ipswich, is 6km east. IP165 would provide new residents with excellent access to open space, a diverse range of natural habitats and the countryside	IP161 +	S- LT	L
	IP165 +	IP256 would result in the loss of an artificial hockey pitch, which may have an adverse impact on physical activity in the immediate locality. This may be caveated slightly by its situating new residents adjacent to Ipswich Sports Club which has a range of alternative facilities.	IP165 +	S- LT	L
	IP256 -	The nearest doctor's surgery, Ivy Street Medical Practice, 1km south west of IP256. The site is no more than 2.4km north west of Ipswich Hospital. IP274 is located approximately 6km east of Ipswich Hospital and the Chesterfield Drive Doctors Surgery is approximately 1km south of the site. Access to green and open spaces, and a diverse range of natural habitats is good, with Whitton Recreation Ground and King George V Playing Field adjacent the site. Whitton Sports and Community Centre is approximately 200m northeast of the site. The policy requires an ecology assessment to be prepared and biodiversity net gain measures will be required and will have benefits to mental health.	IP256 -	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP274 +	ecology surveys to be carried out and where possible, existing habitat to be retained, as well as an arboricultural impact assessment and tree protection plan to be prepared. The proximity of all of the sites under this policy to services, facilities and amenities may encourage high rates of walking and cycling. The proposed development at these locations would situate new residents within an existing community. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 requires the preparation of a travel plan and transport assessment if a site is in proximity to an AQMA. An air quality assessment may also be required.	IP274 ++	S- LT	L
		IP280 +		IP280 ++	S- LT	L
4	<i>To improve the quality of where people live and work</i>	IP005 -	IP005 is opposite a retail park which could be a minor source of air, noise or light pollution, particularly during any construction works. IP059a&b would help to situate residents away from major pollutants. There is a requirement for biodiversity net gain under the policy and protection of trees which may help mitigate this. IP106 is within 50m of the B1067 and is therefore likely to expose residents to a source of noise, air or light pollution. IP116 is adjacent to the railway line which would also be expected to be a source of noise and light pollution. IP131 would situate new residents behind a garage and workshop, which could be a source of noise, air and light pollution. IP143 has potential for contaminated land and developing the site could lead to remediation of contaminated land resulting in the elimination of a potential environmental hazard. Site would situate new residents away from major sources of noise, air and light pollution. Specifically, the site is in a Health and Safety Executive Consultation Zone which should inform density and layout. A contaminated land assessment is required under the policy, as well as a slope stability and odour assessments. IP165 would situate new residents in proximity to the railway line and adjacent to the B1067 The B1067 would be likely to be a source of noise, air and light pollution. The proximity of site IP274 to Anglia Retail Park may result in residual noise, light and air pollution. There is nearby green space, which will have a positive impact on mental wellbeing. The proximity of site IP280 to Tuddenham Road may result in residual noise, light and air pollution. The policy requires a contaminated land and ecological surveys to be prepared. The proposed development at sites IP109, IP150a IP161 and IP256 would situate new residents away from key sources of noise, air and light pollution and would facilitate high quality and active lifestyles at home and outside. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain. <i>Any site located adjacent to a main road should be required to be accompanied by an air quality and noise assessment.</i>	IP005 -	S- LT	L
		IP059a&b +		IP059a&b +	S- LT	L
		IP106 -		IP106 -	M- LT	M
		IP109 +		IP109 +	S- LT	M
		IP116 -		IP116 -	S- LT	M
		IP131 -		IP131 -	S- LT	M
		IP143 +		IP143 +	S- LT	M
		IP150a +		IP150a +	S- LT	M
		IP161 +		IP161 +	S- LT	L
		IP165 -		IP165 -	S- LT	L
		IP256 +		IP256 +	S- LT	L
		IP274 +		IP274 +	S- LT	L
		IP280 -	IP280 -	S- LT	L	
5	<i>To improve levels of education and skills in the population overall</i>	IP005 ++	IP005 and IP106 is 1km north of Westbourne Academy IP1005 is 1km north of Whitehouse Community Primary School. IP059a&b is within 1km of Raneleigh Primary School and within 2km of Chantry Academy. IP106 is located within 500m of Springfield Infants and Juniors Schools	IP005 ++	S- LT	M
		IP059a&b ++		IP059a&b ++	S- LT	L
		IP106 ++		IP106 ++	S- MT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP109 ++	IP109 is within 500m of St John's C of E Primary School and within 1km of Parkside Academy.	IP109 ++	S-LT	M
	IP116 ++	IP116 is 600m south of Copleston High School and 800m north east of Rosehill Primary School.	IP116 ++	S-LT	M
	IP131 ++	IP131 is within 500m of St John's C of E Primary School and within 1km of Parkside Academy.	IP131 ++	S-LT	M
	IP143 +	IP143 is located within 1km of Cliff Lane Primary School and Piper's Vale Primary Academy. The site is within 2km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus.	IP143 +	S-MT	L
	IP150a ++	IP150a would situate new residents within 500m of Ravenswood Primary School and within 600m of Ipswich Academy.	IP150a ++	LT	L
	IP161 +	IP161 is within 2km of Northgate High School. Dale Hall Community Primary School 1.2km north west of IP161.	IP161 +	S-LT	L
	IP165 ++	IP165 is just under 1km south of Westbourne Academy and just under 1km south of Whitehouse Community Primary School.	IP165 ++	S-LT	L
	IP256 ++	IP256 is within 2km of Northgate High School. Dale Hall Community Primary School is 500m north west.	IP256 ++	S-LT	L
	IP274 +	IP274 is approximately 1km west of the Thomas Wolsey School, and The Beeches Community Primary school is approximately 400m east of the site.	IP274 +	S-LT	L
	IP280 +	IP280 is approximately 700m north of Northgate High School, and 800m north of Rushmere Primary School.	IP280 +	S-LT	L
6 <i>To conserve and enhance water quality and resource</i>	IP005 -	IP005 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. This site is not adjacent to or within 100m of a water body. Surface water management strategy is required for this site which will help resist ground water contamination. In addition, a contaminated land assessment is required and associated mitigation which should have the same impact. Water infrastructure and/or treatment upgrades will be required to serve proposed growth.	IP005 +	S-LT	L
	IP059a&b --	IP059 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. Surface water management strategy is required for this site which will help resist ground water contamination. In addition, a contaminated land assessment is required and associated mitigation which should have the same impact. Paragraph accompanying CS1 deals with water supply and treatment infrastructure and balance.	IP059a&b +	S-LT	M
	IP106 -	IP106 is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. The Site is within 100m of the River Gipping. A contaminated land assessment is required under this policy.	IP106 -	S-MT	L
	IP109 -	There are no waterways within, adjacent to or within 100m of site IP109. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. Foul and surface water drainage strategies are required under the policy.	IP109 -	S-LT	L
	IP116 -	No waterways are within or adjacent to site IP116. The site is more than 100m from a waterway. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP116 may necessitate improvements to water treatment works to support the quantity of development here. Water infrastructure and /or treatment upgrades will be required on site to serve the proposed growth.	IP116 +	S-LT	L
	IP131 -	There are no waterways within, adjacent to or within 100m of site IP131	IP131 +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP143 -	<p>The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A contaminated land assessment and surface water management strategy are required under the policy.</p> <p>IP143 is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. A contaminated land assessment, and surface water management strategy are required under the policy.</p> <p>IP150a is within groundwater SPZ3 and each would be expected to result in a net increase in water consumption in relation to existing levels. A contaminated land assessment, and surface water management strategy are required under the policy.</p> <p>IP161 is not adjacent to and is not within 100m of a water body. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A surface water management strategy is required under the policy.</p> <p>IP165 is not adjacent to or within 100m of a waterbody. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A contaminated land assessment, and surface water management strategy are required under the policy.</p> <p>IP256 is not adjacent to and are not within 100m of a water body. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A surface water management strategy required under this policy.</p> <p>IP274 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site does not coincide with, is adjacent to or is within 100m of a water body.</p> <p>IP280 The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site does not coincide with, is adjacent to or is within 100m of a water body. A contaminated land assessment, and flood risk assessment are required under the policy.</p> <p>Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.</p>	IP143 +	S – MT	L
	IP150a -		IP150a +	LT	M
	IP161 -		IP161 +	S- LT	M
	IP165 -		IP165 +	S- LT	L
	IP256 -		IP256 +	S- LT	M
	IP274 -		IP274 -	S- LT	M
	IP280 -		IP280 +	S- LT	M
	7 <i>To maintain and where possible improve air quality</i>		IP005 -	<p>The proposed development at site IP059 would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. A transport assessment and travel plan required under this policy, and the policy states that land at the site is required to be safeguarded for pedestrian and cycle bridge over the river, which could help increase active travel and reduce the number of vehicles used.</p> <p>IP143 has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. An air quality assessment will be required under this policy. In addition, a transport assessment and travel plan and also an odour assessment is required under this policy.</p> <p>The proposed development at sites IP005, IP106, IP109, IP116, IP131, IP150a, IP161, IP165, IP256, IP274 and IP280 would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport.</p> <p>A transport assessment and travel plan is required under this policy for sites IP005 IP165, IP150a and IP280.</p>	IP005 +
IP059a&b -		IP059a&b -	S- LT		M
IP106 -		IP106 -	S- LT		M
IP109 -		IP109 -	S- LT		L
IP0116 -		IP0116 -	S- LT		L
IP131 -		IP131 -	S- LT		L
IP143 -		IP143 -	S- LT		M
IP150a -		IP150a +	LT		M
IP161 -		IP161 -	S- LT		M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP165 -	DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	IP165 +	S- LT	M
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 -	S- LT	M
	IP280 -		IP280 +	S- LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	IP005 ++	The proposed development at sites IP005, IP059a&b, IP109, IP131 would redevelop brownfield land and could be an opportunity to remediate contaminated land, which would be recognised as a highly efficient use of the Borough's land. IP106 is a small plot of greenfield land (0.33ha) located in a sustainable location, surrounded by housing developments. IP116 is a greenfield site and would result in the loss of potentially ecologically valuable soils, although these soils would not be BMV. The site falls within the minerals consultation area. IP143 is located on brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. Under the policy a slope stability strategy is required. The proposed development at sites IP150a, IP161, IP165, IP256, IP274, IP280 would result in the loss of a small quantity of previously undeveloped land and thus the permanent loss of soils. These soils are not BMV but are ecologically valuable. The policy includes the requirement for a contamination assessment for sites IP005, IP059a&b, IP106, IP131, IP143, IP105a and IP165 which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	IP005 ++	S- LT	L
	IP059a&b ++		IP059a&b ++	S- LT	L
	IP106 O		IP106 O	N/A	L
	IP109 ++		IP109 ++	S- LT	L
	IP0116 -		IP0116 -	S- LT	L
	IP131 ++		IP131 ++	S- LT	L
	IP143 ++		IP143 ++	S- LT	L
	IP150a -		IP150a -	LT	L
	IP161 -		IP161 -	S- LT	M
	IP165 -		IP165 -	S- LT	L
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 -	S- LT	M
	IP280 -		IP280 -	S- LT	M
9 <i>To promote the sustainable management of waste</i>	IP005 -	The proposed development at all of the sites under this policy would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP005 -	S- LT	M
	IP059a&b -		IP059a&b -	S- LT	M
	IP106 -		IP106 -	S- LT	M
	IP109 -		IP109 -	S- LT	M
	IP0116 -		IP0116 -	S- LT	M
	IP131 -		IP131 -	S- LT	M
	IP143 -		IP143 -	S- LT	M
	IP150a -		IP150a -	S- LT	M
	IP161 -		IP161 -	S- LT	M
	IP165 -		IP165 -	S- LT	M
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 -	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP280 -		IP280 -	S- LT	M
10 <i>Reduce emissions of GHG from energy consumption</i>	IP005 -	The construction and occupation of the proposed development at all of the sites allocated under this policy would be expected to result in a net increase in greenhouse gas emissions, largely due to an associated increase in road traffic. All of the proposed sites have good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport The policy requires the preparation of travel plan sites IP005, IP059a&b, IP143, IP150a, IP165 and IP280 which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP005 +	S- LT	M
	IP059a&b -		IP059a&b +	S- LT	M
	IP106 -		IP106 -	S- LT	M
	IP109 -		IP109 -	S- LT	M
	IP116 -		IP116 -	S- LT	M
	IP131 -		IP131 -	S- LT	M
	IP143 -		IP143 +	S- LT	M
	IP150a -		IP150a +	S- LT	M
	IP161 -		IP161 -	S- LT	M
	IP165 -		IP165 +	S- LT	M
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 -	S- LT	M
	IP280 -		IP280 +	S- LT	M
	11 <i>Reduce vulnerability to climatic events and flooding</i>		IP005 --	IP005 is largely within Flood Zone 1, although small area in the south western corner of IP005 is at a high risk of surface water flooding. IP059a&b is largely in Flood Zone 1, although small areas of IP059a&b in the centre and north of the site are at a high risk of surface water flooding. IP106 is largely within EA Flood Zone 1, although in the south of the Site there is a very small area of high surface water flood risk. IP116 is largely in Flood Zone 1 and has a small area in its eastern perimeter at a high risk of surface water flooding. IP150a is largely in Flood Zone 1 and has a small area of high surface water flood risk in its northern section. Sites IP109, IP131, IP143, IP161, IP165, IP256, IP274 and IP280 are in Flood Zone 1 and are not at risk of surface water flooding. The policy constraints for sites IP005, IP059a&b, IP109, IP131, IP143, IP150a, IP161, IP165 and IP256 require a site wide surface water management strategy. The policy constraints for sites IP059a&b, IP143, IP150a and IP280 require a site-specific flood risk assessment. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP005 O
IP059a&b --		IP059a&b -	S- LT		L
IP106 -		IP106 -	S- LT		L
IP109 +		IP109 +	S- LT		L
IP116 --		IP0116 +	S- LT		M
IP131 +		IP131 +	S- LT		M
IP143 +		IP143 +	S- LT		M
IP150a --		IP150a -	LT		M
IP161 +		IP161 +	S- LT		M
IP165 +		IP165 +	S- LT		L
IP256 +		IP256 +	S- LT		M
IP274 +		IP274 +	S- LT		M
IP280 +		IP280 +	S- LT		M
12 <i>Safeguard the integrity of the coast and estuaries</i>		IP005 O	All sites under this policy would be unlikely to have a discernible impact on the coast or estuaries. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.		IP005 O
	IP059a&b O	IP059a&b O		N/A	M
	IP106 O	IP106 O		N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP109 O		IP109 O	N/A	M
		IP116 O		IP116 O	N/A	M
		IP131 O		IP131 O	N/A	M
		IP143 O		IP143 O	N/A	M
		IP150a O		IP150a O	N/A	M
		IP161 O		IP161 O	N/A	M
		IP165 O		IP165 O	N/A	M
		IP256 O		IP256 O	N/A	M
		IP274 O		IP274 O	N/A	M
		IP280 O		IP280 O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	IP005 O	<p>The proposed development at IP005 would not be expected to have a discernible impact on a designated biodiversity asset. IP059a&b is adjacent to Chantry Park County Wildlife Site. The policy requires an ecological survey to be prepared as well as trees covered by Tree Preservation Orders to be protected.</p> <p>IP106 is within 100m of the River Gipping County Wildlife Site. The policy requires trees covered by Tree Preservation Orders to be protected.</p> <p>The proposed development at IP109 would not be expected to have a discernible impact on biodiversity. The policy requires an ecological survey to be prepared.</p> <p>IP116 is adjacent to St Clements Hospital Grounds Local Wildlife Site, which is currently used as a golf course. The Site contains existing structures that could potentially be supporting protected species, which would be harmed by the proposed development.</p> <p>The policy requires trees covered by Tree Preservation Orders to be protected. In addition, bat and reptile surveys will be required prior to any vegetation clearance and the design and layout of the development should protect wildlife corridor functions.</p> <p>The proposed development at IP131 would not be expected to have a discernible impact on biodiversity.</p> <p>IP143 is within 500m of River Orwell LWS (not adjacent), Landseer Park Carr LWS (not adjacent) and Volvo, Raeburn Road Site LWS (not adjacent). The Site is within 500m of Stour and Orwell Estuaries SPA (not adjacent). The Site is within 500m of Orwell Estuaries SSSI (not adjacent). The policy requires an ecological survey to be prepared, which could mitigate potential effects. Approximately 120M west of IP150a is Brazier's Wood, Ponder Alder Carr and Meadows County Wildlife Site, which is also proposed as an LNR. The site is currently greenfield.</p> <p>Development at IP150a would reduce local habitat connectivity by increasing the distance between habitats. Development at the site could potentially affect protected species as they contain existing structures. The policy requires an ecological survey, arboricultural assessment and tree protection plan to be prepared. In addition, the policy requires mitigation to be implemented to address impacts to the Stour and Orwell estuaries SPA/RAMSAR from recreation. This can be achieved through contribution to RAMS.</p>	IP005 +	S- LT	L
		IP059a&b -		IP059a&b -	S- LT	L
		IP106 -		IP106 O	N/A	H
		IP109 O		IP109 +	S- LT	M
		IP116 -		IP116 +	S- LT	M
		IP131 O		IP131 +	S- LT	M
		IP143 -		IP143 -	S- LT	L
		IP150a -		IP150a -	LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP161 -	<p>The proposed development at IP161 would result in the loss of some greenfield land that contains existing structures that could potentially be supporting protected species. IP161 is adjacent to Christchurch Park County Wildlife Site and is 115m north of Christ Church Park Arboretum County Wildlife Site. The policy requires an ecological survey to be prepared as well as trees covered by Tree Preservation Orders to be protected.</p> <p>IP165 is greenfield, containing existing structures that could potentially support protected species. The proposed development in the site would reduce habitat connectivity in the local area.</p> <p>IP256 would result in the loss of some greenfield land that contains existing structures that could potentially be supporting protected species. The policy trees covered by Tree Preservation Orders to be protected.</p> <p>IP274 is greenfield that could potentially be supporting protected species given the presence of existing structures. The policy also requires ecological surveys to be carried out and biodiversity net gains are incorporated into development. The policy also states that “multiple trees and extensive hedging on site which need to be protected or appropriate replacement planting provided”. This could led to positive effects against this objective.</p> <p>IP280 would not be expected to have a discernible impact on a designated biodiversity asset. The policy requires an ecological survey to be carried out and arboricultural impact assessments to protect nearby trees, which could have positive effects. Policy DM8 would apply to any new development which requires biodiversity net gain.</p> <p>Policy DM12 requires green roofs to be considered in new developments.</p>	IP161 -	S- LT	M
	IP165 -		IP165 -	S- LT	M
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 +	S- LT	M
	IP280 O		IP280 +	N/A	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP005 O	<p>IP005 is within a few metres of the Ipswich Conservation Area (CA), within which are six Grade II Listed Buildings. 250m south of IP005 and IP032 is another Grade II Listed Building. The site is close to the Whitton CA. Any cumulative impacts on the CA with the development of adjacent sites IP032 and IP140 will need to be taken into account. The site lies on the high ground above the Gipping Valley. The adjacent site IP032 has been subject to geophysical survey and a desk based assessment has been carried out for both sites. There is potential for remains of multiple periods on the site and trenched evaluation and investigation will be required. Trench evaluation of IP005, a vacant brownfield, may also be required. Development at IP005 would be an opportunity to enhance the sites contribution to the local character.</p> <p>IP059a&b could pose a risk to known or unknown archaeological remains below ground. The site is sensitive to archaeology. It lies within a topographically favourable location overlooking the River Gipping, in a general area of prehistoric remains (IPS 104, IPS 034). A condition relating to archaeological investigation would be attached to any planning consent.</p> <p>IP106 is within an Area of Archaeological Importance and as a result, the policy requires an archaeological assessment to be undertaken, which would be expected to help mitigate any potential adverse effects the development may have on archaeology.</p> <p>No heritage assets are within 300m of IP116. IP116 is in an area of high archaeological potential, as defined by information held by the County Historic Environment Record (HER). The proposed works will cause significant ground disturbance that have the potential to damage any archaeological deposits that exist. A condition relating to archaeological investigation would be attached to any planning consent.</p> <p>Historic buildings should be assessed.</p>	IP005 +	S- LT	L
	IP059a&b -		IP059a&b +	S- LT	L
	IP106 -		IP106 O	N/A	M
	IP109 O		IP109 O	N/A	L
	IP116 -		IP116 -	N/A	L
	IP131 O		IP131 O	N/A	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP143 O	The Grade II Listed Building Church of St John the Baptist is less than 200m west of IP131. Given the lay of the land and the existing presence of built form, it is considered to be unlikely that the proposed development would impact on the setting of this heritage asset. No discernible impact on the historic environment would be expected at any site.	IP143 O	N/A	M
	IP150a O	The proposed development at IP143 is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site. An archaeological assessment will be required under this policy.	IP150a O	LT	M
	IP161 -	IP150a would be unlikely to have a discernible effect on the historic environment. The site lies in the vicinity of Prehistoric and Medieval sites. Development will require a condition relating to archaeological investigation attached to any planning consent.	IP161 -	S- LT	M
	IP165 O	IP161 is within the Ipswich Conservation Area and is within 300m of four Grade II Listed Buildings. The proposed development could potentially have a minor adverse impact on the character of the Conservation Area. A proportionate heritage statement will be required under this policy.	IP165 O	N/A	L
	IP256 O	IP274 is adjacent the Whitton Conservation Area, within which are multiple Listed Buildings. An appropriate heritage statement would be required, which would help to prevent the development having an adverse effect on the setting of the Conservation Area and nearby Listed Buildings.	IP256 O	N/A	L
	IP274 -	IP280 coincides with 'Everton School Westerfield House' Grade II Listed Building and is approximately 200m north of the Cemeteries Conservation Area. It is assumed that this building would be lost as a result of the proposed development. A Heritage Impact Assessment will be required due to proximity to Westerfield House (Grade II), which would help to protect existing heritage assets. Appropriate mitigation will be required.	IP274 +	S- LT	L
	IP280 -	The proposed development at sites IP109, IP165 and IP256 would be unlikely to have a discernible impact on the historic environment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to all of the sites under this policy given the surrounding historic context.	IP280 -	S- LT	L
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP005 +	Development at IP005, a derelict brownfield site, would be an opportunity to improve its impact on the local townscape character. The site is close to the Whitton Conservation Area. Any cumulative impacts on the conservation area with the development of adjacent site IP032 and site IP140 will need to be taken into account.	IP005 +	S- LT	M
	IP059a&b O	Development at IP059 would be an opportunity to improve the site's contribution to the local character.	IP059a&b +	S- LT	L
	IP106 -	Development at IP106 would result in the loss of a small urban greenfield site that makes a positive contribution to the local character.	IP106 O	S- LT	M
	IP109 O	IP109 is a brownfield site situated within existing residential built form. It is therefore considered to be unlikely that the proposed development at the site would have a discernible impact on the local character.	IP109 +	S- LT	M
	IP116 -	The proposed development at IP116 would result in the loss of greenfield land in addition to the re-development of brownfield land. Overall, it could potentially alter the local character.	IP116 -	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP131 O	<p>IP143 has been previously developed and is currently unused scrubland. The proposed development could be an opportunity to enhance the site's contribution to the local character.</p> <p>IP50a is a greenfield site that makes a positive contribution to the local character. The proposed development at the site would result in the loss of greenfield land and could potentially alter the local character. However, IP50a would situate residential development adjacent to existing homes, meaning adverse impacts on character would be likely to be minor.</p> <p>IP161 contains previously undeveloped land and could potentially alter the local townscape character by replacing green and open land with houses. These new houses would be situated within an existing residential area, so adverse impacts would be likely to be kept to a minimum. Under the policy, a proportionate heritage assessment will be required for this site.</p> <p>IP165 would situate new development into an existing area of built form. However, they would each result in the loss of greenfield that make a positive contribution to the local character and an adverse impact on the local character can therefore not be ruled out in each case.</p> <p>IP256 contains previously undeveloped land and could potentially alter the local townscape character by replacing green and open land with houses. These new houses would be situated within an existing residential area, so adverse impacts would be likely to be kept to a minimum. IP256 would be adjacent to the planned Ipswich Garden Suburb.</p> <p>Development at the greenfield site of IP274 would result in the loss of greenfield that makes a positive contribution to the local character. The policy seeks to result in biodiversity enhancements, which would be likely to have some benefits to the local landscape character.</p> <p>Development at the greenfield site of IP280 would result in the loss of greenfield that makes a positive contribution to the local character. The policy requires the development to achieve biodiversity net gain, which would be likely to have some benefits to the local landscape character.</p> <p>Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.</p> <p>Policy DM13 seeks to protect the historic environment, which may lead to benefits to local landscape and townscape character.</p> <p>Policy DM18 requires light pollution to be considered in new developments.</p>	IP131 O	S- LT	M
	IP143 +		IP143 +	S- LT	M
	IP150a -		IP150a -	S- LT	M
	IP161 -		IP161 -	S- LT	M
	IP165 -		IP165 -	S- LT	M
	IP256 -		IP256 -	S- LT	M
	IP274 -		IP274 +	S- LT	M
	IP280 -		IP280 +	S- LT	M
16	IP005 ++	<p>The proposed development at all sites under this policy would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	IP005 ++	S- LT	L
	IP059a&b ++		IP059a&b ++	S- LT	L
	IP106 +		IP106 +	S- LT	M
	IP109 ++		IP109 ++	S- LT	L
	IP116 ++		IP116 ++	S- LT	L
	IP131 ++		IP131 ++	S- LT	L
	IP143 ++		IP143 ++	S- LT	M
	IP150a ++		IP150a ++	S- LT	M
	IP161 ++		IP161 ++	S- LT	L
	Achieve sustainable levels of prosperity and growth throughout the plan area				

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP165 ++		IP165 ++	S- LT	L
		IP256 ++		IP256 ++	S- LT	L
		IP274 ++		IP274 ++	S- LT	L
		IP280 ++		IP280 ++	S- LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP005 ++	The proposed development at all sites would situate new residents in proximity, and with good access, to central areas in Ipswich. Development in some of these locations may also help to rejuvenate brownfield sites in the Borough.	IP005 ++	S- LT	M
		IP059a&b ++		IP059a&b ++	S- LT	M
		IP106 ++		IP106 +	S- LT	M
		IP109 ++		IP109 ++	S- LT	M
		IP116 ++		IP116 ++	S- LT	M
		IP131 ++		IP131 ++	S- LT	M
		IP143 ++		IP143 ++	S- LT	M
		IP150a ++		IP150a ++	S- LT	M
		IP161 ++		IP161 ++	S- LT	M
		IP165 ++		IP165 ++	S- LT	M
		IP256 ++		IP256 ++	S- LT	M
		IP274 ++		IP274 ++	S- LT	M
		IP280 ++		IP280 ++	S- LT	M
		18		<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP005 ++	IP005 is within 500m of multiple bus stops. The nearest Railway Station to all sites is Westerfield, just over 3km east. IP005 is highly accessible for pedestrians and cyclists, as well as users of the strategic road network. Improvements to existing pedestrian/ cycleways as well as a transport assessment and travel plan are required under this policy. IP059 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.8km south east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. Within this proposal, land is safeguarded for a cycle and pedestrian bridge over the river. A transport assessment and travel plan will be required under this policy. IP106 is within 1.5km Norwich Road local District Centre. The site is with 200m of a bus service. IP109 has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station 1.3km south. The site is highly accessible for pedestrians and cyclists as well as via the strategic road network. IP116 has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station is within 800m west of IP116. The site is highly accessible for pedestrians and cyclists as well as via the strategic road network. Land reserved for a pedestrian and cycle bridge over the railway to link the District Centre with housing areas to the north would help to
IP059a&b ++	IP059a&b ++		S- LT		L	
IP106 +	IP106 +		M- LT		M	
IP109 ++	IP109 ++		S- LT		L	
IP116 ++	IP116 ++		S- LT		L	

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP131 ++	enhance accessibility via walking and cycling for residents to key areas. IP131 has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station 1.3km south. The site is highly accessible for pedestrians and cyclists as well as via the strategic road network.	IP131 ++	S- LT	L
	IP143 ++	IP143 is within 500m of several bus stops and is 1.4km south west of Derby Road Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. A transport assessment and travel plan will be required under this policy.	IP143 ++	S- LT	L
	IP150a ++	IP150a is situated on the south-eastern perimeter of Ipswich. The site is within 500m of a bus stop. Derby Road Railway Station, 2.6km north. The site is accessible for pedestrians, cyclists and users of the strategic road network. A transport assessment and travel plan will be required under this policy.	IP150a ++	LT	L
	IP161 ++	IP161 is within 500m of multiple bus stops and is within 2km of Westerfield Railway Station. The site is accessible for pedestrians and cyclists, as well as users of the strategic road network.	IP161 ++	S- LT	M
	IP165 ++	IP165 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 3km south east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. A transport assessment and travel plan will be required under this policy.	IP165 ++	S- LT	L
	IP256 ++	IP256 is within 500m of multiple bus stops and is within 2km of Westerfield Railway Station. The site is accessible for pedestrians and cyclists, as well as users of the strategic road network.	IP256 ++	S- LT	M
	IP274 ++	IP274 is within 500m of a bus stop. IP274 is accessible for pedestrians and cyclists, as well as users of the strategic road network. The site is approximately 4.5km north of Ipswich Train Station.	IP274 ++	S- LT	M
	IP280 ++	IP280 is within 500m of multiple bus stops. Westerfield Station is approximately 1.2km to the west. IP280 is accessible for pedestrians and cyclists, as well as users of the strategic road network. The policy sets out requirement for a transport assessment and travel plan. The proximity of all of the sites under this policy to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	IP280 ++	S- LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP005 +	All sites are unlikely to have a discernible effect on digital infrastructure or broadband speeds. As all of the sites in this policy are in an urban area, they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	IP005 +	S- LT	L
	IP059a&b +		IP059a&b +	S- LT	L
	IP106 +		IP106 +	S- LT	L
	IP109 +		IP109 +	S- LT	L
	IP116 +		IP116 +	S- LT	L
	IP131 +		IP131 +	S- LT	L
	IP143 +		IP143 +	S- LT	L
	IP150a +		IP150a +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP161 +		IP161 +	S- LT	L
	IP165 +		IP165 +	S- LT	L
	IP256 +		IP256 +	S- LT	L
	IP274 +		IP274 +	S- LT	L
	IP280 +		IP280 +	S- LT	L

3.2.3 New Policy: Retail Site Allocation (outside the IP-One Area)

This new policy is part of the previous Policy SP10, which has been separated into two policies to specify which retail allocations are located within the IP-One area and which are located outside the IP-One area. This new policy focuses on the one site, Land at the former Co-Op Depot, Boss Hall Road, which is allocated for retail development outside the IP-One area.

New Policy: Retail Site Allocation (outside the IP-One Area)

Land is allocated at the former Co-op Depot, Boss Hall Road (315sqm net) to meet the need for comparison shopping floorspace as part of the Sproughton Road District Centre. Development will be at an appropriate scale for a district centre in accordance with Policy CS14.

The allocation is illustrated on the Policies Map.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The proposed development at Land at the former Co-Op Depot, Boss Hall Road would provide new floorspace for retail businesses. It would be in proximity to residential areas and would be likely to contribute towards reducing unemployment, regenerating brownfield sites in central areas and contributing towards a sense of community.	+	M- LT	M
2 <i>To meet the housing requirements of the whole community</i>	O	Land at the former Co-Op Depot, Boss Hall Road is allocated for retail use or for car parking and would be unlikely to have a discernible impact on housing.	O	N/A	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	O	Land at the former Co-Op Depot, Boss Hall Road is allocated for retail use or for car parking and would be unlikely to have a discernible impact on health.	O	N/A	L
4 <i>To improve the quality of where people live and work</i>	+	Land at the former Co-Op Depot, Boss Hall Road would situate retail uses within existing retail areas. This would help to ensure it is an appropriate location that discords with, for example, a residential area. The proposed allocation of each site may be an opportunity to improve the working environment for residents in these locations.	+	S- LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	Land at the former Co-Op Depot, Boss Hall Road could potentially provide residents of Ipswich with access to employment opportunities that teach them new skills.	+	S- MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
6	<i>To conserve and enhance water quality and resource</i>	O	Land at the former Co-Op Depot, Boss Hall Road is in Groundwater Source Protection Zone 3. The proposed development would not be expected to impact on the consumption of water resources. The proposed development would not be expected to impact on the consumption of water resources. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently could help to protect water quality.	O	N/A	L
7	<i>To maintain and where possible improve air quality</i>	-	Land at the former Co-Op Depot, Boss Hall Road could potentially lead to an increase in air pollution associated with those travelling to work or shop via car, although this would be alleviated to some extent by the excellent access to public transport at these locations. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	-	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	++	Land at the former Co-Op Depot, Boss Hall Road is a brownfield site and is considered to be an efficient use of land. There could potentially also be an opportunity for the remediation of contaminated land. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	-	The proposed development could potentially result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed retail development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Land at the former Co-Op Depot, Boss Hall Road has good access to sustainable transport modes which may help to limit increase in air pollution associated with transport. The proposed multi-storey car park could potentially encourage higher rates of driving to this location and nearby areas, which would result in an increase in GHG emissions here. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	-	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	+	Land at the former Co-Op Depot, Boss Hall Road is in Flood Zone 1 and not at risk of surface water flooding, other than the Units at Princes Street Site which has a small area at a medium risk of surface water flooding. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	O	Land at the former Co-Op Depot, Boss Hall Road would be expected to have no discernible impacts on the estuary or coast.	O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
13	<i>To conserve and enhance biodiversity and geodiversity</i>	O	The proposed retail allocations would be expected to have no discernible impact on the biodiversity objective. Policy DM12 requires green roofs to be considered in new developments.	O	N/A	L
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	Land at the former Co-Op Depot, Boss Hall Road would be unlikely to have a discernible impact on the historic environment and they would be in-keeping with the existing local character. Due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local setting. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.	+	N/A	L
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	O	Land at the former Co-Op Depot, Boss Hall Road would be in-keeping with the existing local character. Due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	Land at the former Co-Op Depot, Boss Hall Road would help to create new jobs in locations accessible for residents and would contribute towards meeting the desired jobs growth for Ipswich.	++	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The proposed retail site could help to provide a boost to the vitality and vibrancy of the central areas within which they are located. The proposed development is an opportunity to enhance the attractiveness of these areas to increase footfall.	++	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	+	Land at the former Co-Op Depot, Boss Hall Road is within 500m of multiple bus stops and has relatively good access to Ipswich Railway Station. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	+	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	O	Land at the former Co-Op Depot, Boss Hall Road would not be expected to have a discernible impact on digital infrastructure.	O	N/A	L

The details of the proposed development at Land at the former Co-Op Depot, Boss Hall Road have not been modified from the Draft Local Plan. And therefore, the identified SA effects of New Policy: Retail Site Allocation (outside the IP-One Area) are the same as those identified for Land at the former Co-Op Depot, Boss Hall Road in the Regulation 19 SA Report.

3.2.4 Policy SP5 Land Allocated for Employment Use outside the IP-One AAP

Sites IP029, IP094, IP150c, IP152, IP004, IP043, IP051, IP119 and IP132 are now set out in other policies of the Local Plan Review.

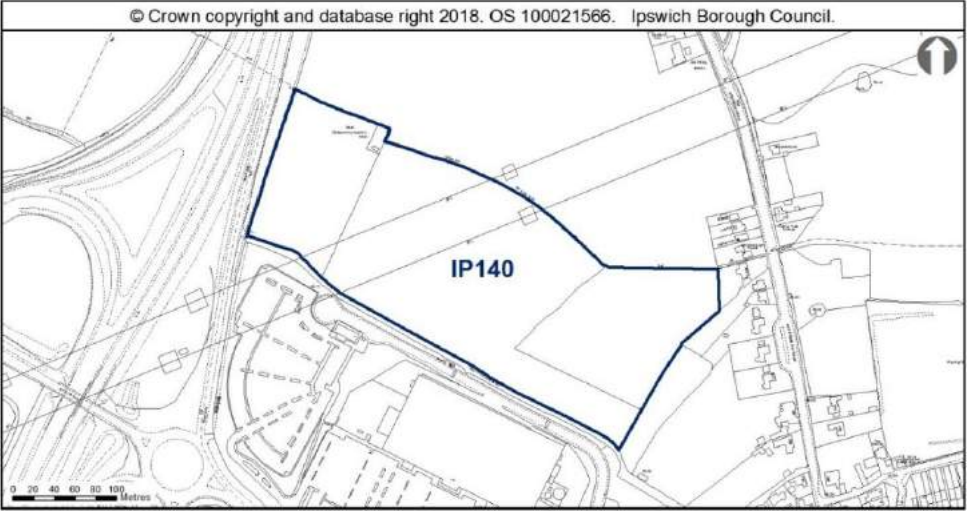
Policy SP5 Land Allocated for Employment Use outside the IP-One Area

The following sites are allocated for employment development within Use Classes E(g), B1, B2 or B8, either in their entirety or as part of mixed use developments as specified in Table 3. Appropriate employment-generating sui generis uses, defined through policy DM33, will also be permitted where specified.

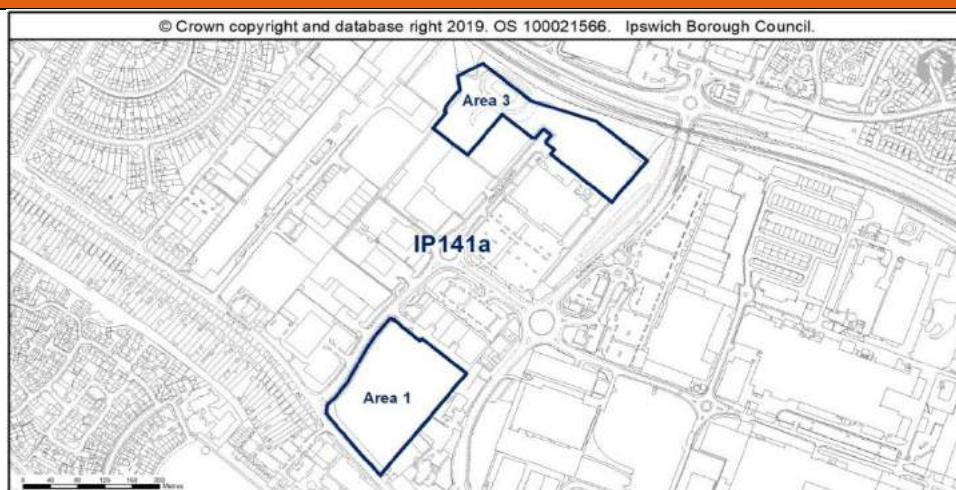
Table 3 Land allocated for employment uses outside the IP-One Area

Site	Address	Site Area ha	Notes
IP029	Land at Bramford Road	2.26ha (45%) = 1ha	Suitable for employment uses B1(c), B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33.
IP067b	Former British Energy Site	4.18	<p>Suitable for B1 Use Class E(g) (excluding office use B1a) or B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended); and appropriate employment generating sui generis uses as defined through policy DM33 – residential use is proposed on the northern section and therefore uses should be compatible with residential</p> <div data-bbox="367 667 1332 1176" data-label="Image"> </div> <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Potential access constraints will need to be resolved before development can commence;</u> • <u>Any development proposal would need to address any potential odour arising from the nearby sewage works;</u> • <u>The site is within a Landfill Consultation Zone;</u> • <u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility;</u> • <u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility;</u> • <u>A preliminary ecological appraisal of the site and reptile survey will be required prior to any vegetation clearance, and mitigation provided where appropriate;</u> • <u>An archaeological assessment will be required. Any permission will require a condition relating to archaeological investigation. A desk-based assessment is recommended in the first instance as part of any planning application because of potential paleolithic remains;</u> • <u>Water infrastructure and/or treatment upgrades will be required to serve the proposed growth or diversion of assets may be required;</u> • <u>A site wide surface water management strategy will be required due to surface water flooding local to site (See Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11B);</u> • <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination;</u> • <u>Contamination assessment is required and mitigation delivered to address any findings; and</u> • <u>A transport assessment and travel plan will be required.</u>
IP094	Land to rear of Grafton House	0.34	Suitable for <u>Class B1a</u> office

Policy SP5 Land Allocated for Employment Use outside the IP-One Area

IP140	Land north of Whitton Lane	6.93	Suitable for <u>Use Class E(g)</u> B4, B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33. Delivery expected in the medium to long term. Should be planned comprehensively as part of a larger scheme with adjacent land in Mid Suffolk but the two areas could come forward in phases. Subject to suitable access being provided.
<p style="text-align: center;">© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Development will need to consider access constraints and impacts on rights of way;</u> • <u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies;</u> • <u>Development will need to support wildlife ecological networks and recreational green corridor functions associated with the 'green trail';</u> • <u>A noise assessment will be required and appropriate mitigation delivered depending on the use;</u> • <u>Ecological surveys will be required for flora, bats, hazel dormouse, reptiles and amphibians, breeding birds and priority species and appropriate mitigation delivered to enhance local ecology;</u> • <u>A proportionate heritage impact assessment is required;</u> • <u>An archaeological assessment will be required;</u> • <u>A comprehensive planning approach is required with land north of the site within Mid Suffolk District;</u> • <u>A site wide surface water management strategy will be required;</u> • <u>A transport assessment and travel plan will be required;</u> • <u>A pipeline traverses the site. It could affect the layout through easement or require diversion; and</u> • <u>The development scheme will need to include a comprehensive landscaping strategy to help screen new development from Whitton Conservation Area, whilst also responding to the open landscape of the neighbouring Mid Suffolk District to the north.</u> 			
IP141a	Land at Futura Park, Nacton Road	4.78	Suitable for employment uses <u>Use Class E(g) (excluding office)</u> B4b, B4c, B2, B8 and appropriate sui generis uses as defined through policy DM33.

Policy SP5 Land Allocated for Employment Use outside the IP-One Area



Constraints:

- **A Tree Preservation Order is on place on the site, these will require tree protection works during construction (an application for tree works may be required); contaminated land assessment will be required and mitigation delivered to address any findings;**
- **The site is adjacent to the railway wildlife corridor and buffer. Surveys for reptiles, bats and detailed terrestrial invertebrate surveys will be required;**
- **Improvements to the existing water supply and foul sewerage networks to enable development will be required;**
- **A transport assessment and travel plan will be required;**
- **Development should address both Nacton Road and Crane Boulevard with active frontages, and avoid being set back from the highway by extensive car parking to allow for a greater street scene impact;**
- **Development along Nacton Road should include a landscape buffer to contribute to the leafy, suburban character of the area to the west and biodiversity net gain; and**
- **The site is within close proximity to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). Development will need to demonstrate that it will not harmfully impact the AONB.**

IP150c	Land south of Ravenswood	1.18	Suitable for B1 (excluding office use B1a) and appropriate employment-generating sui-generis uses as defined through policy DM33
IP152	Airport Farm Kennels	7.37	A site for longer term development subject to access improvements. Suitable for B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui-generis uses as defined through policy DM33. Development will be subject to the preparation of a development brief to address matters including the nationally designated Area of Outstanding Natural Beauty. The Council will explore the feasibility of park and ride being incorporated into this site.
IP004	Bus depot Sir Alf Ramsey Way	1.07 (50%) = 0.53	50% employment as part of mixed use scheme with housing
IP043	Commercial Buildings & Jewish Burial Ground Star Lane	0.70 (20%) = 0.14	Suitable for B1/ leisure as within the town centre boundary, as part of a mixed use development with housing
IP051	Old Cattle Market Portman Road	2.21 (80%) = 1.77	Prime town centre site for new B1a office development 80% B1a and 20% main town centre uses such as hotel / leisure (excluding retail). Numerically like for like replacement of existing long-stay car parking provision in this area will be required prior to the parking being lost. Offices with large floor plates in an office campus design approach are likely to be developed.
IP119	Land east of West End Road	0.61ha (15%) = 0.1ha	Suitable for employment uses B1(c), B2 and B8 and appropriate employment-generating sui-generis uses as defined through policy DM33.
IP132	Former St Peters Warehouse Site, 4 Bridge Street	0.18ha / 0.05ha	Class B1a office, leisure, small scale retail as part of a mixed use scheme of 73 dwellings
	Total	28.34ha 15.89ha	

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP067b +	IP067b would provide an area of new jobs in proximity to homes and so could help to alleviate local rates of deprivation. It would also provide an opportunity to rejuvenate an area of previously developed land. IP140 and IP141a would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP067b +	S-LT	L
		IP140 +		IP140 +	S-LT	L
		IP141a +		IP141a +	S-LT	M
2	To meet the housing requirements of the whole community	IP067b O	Site IP067b and site IP140 are allocated for employment use and so would not have a discernible impact on housing provision. IP141a would have no discernible impact on housing provision for the same reason.	IP067b O	N/A	L
		IP140 O		IP140 O	N/A	L
		IP141a O		IP141a O	N/A	L
3	To improve the health of the population overall and reduce health inequalities	IP067b -	As an employment site, suitable for B1 and B8 uses, IP067b may pose a risk of pollution for existing nearby residents. The proximity of IP140 to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. IP140 is allocated for employment purposes (B1, B2 and B8) and would therefore be unlikely to have a discernible impact on health. IP141a is allocated for employment land (B1, B2 or B8) and therefore may pose a risk of pollution for existing nearby residents. Policy DM18 would apply to each of these developments which requires air, noise and light pollution to all be addressed. Policy DM12 would also be applicable, and this requires appropriate cycle storage facilities and the use of green infrastructure where appropriate. There is a policy constraint requirement for Site IP067b which requires potential odour arising from the nearby sewage works to be addressed. Site IP140 also has specific requirements for a noise assessment, a transport assessment and a travel plan, the latter two of which will help encourage access for pedestrians and cyclists. Site IP141a is required to provide a transport assessment and a travel plan.	IP067b -	M-LT	L
		IP140 O		IP140 +	M-LT	L
		IP141a -		IP141a +	M-LT	L
4	To improve the quality of where people live and work	IP067b -	IP067b would situate new workers in proximity to a tarmac manufacturing plant, which could be a source of noise and air pollution. IP140 would situate workers adjacent to the A14 which would be likely to be a source of noise, air and light pollution. IP141a would result in the loss of greenfield land near existing employment areas, which could be seen as a reduction in the quality of the surrounding area for workers. Policy DM18 would apply to each of these developments which requires air, noise and light pollution to all be addressed. Policy DM12 would also be applicable, and this requires appropriate cycle storage facilities and the use of green infrastructure where appropriate. There is a policy constraint requirement for Site IP067b which requires potential odour arising from the nearby sewage works to be addressed. Site IP140 also has specific requirements for a noise assessment, a transport assessment and a travel plan, the latter two of which will help encourage access for pedestrians and cyclists. Site IP141a is required to provide a transport assessment and a travel plan.	IP067b O	S-LT	L
		IP140 -		IP140 -	S-LT	L
		IP141a -		IP141a +	S-LT	M
5	To improve levels of education and skills in the population overall	IP067b +	The provision of employment land at the sites and the subsequent creation of jobs at the sites could potentially provide new employees with an opportunity to learn new skills.	IP067b +	N/A	L
		IP140 +		IP140 +	N/A	L
		IP141a +		IP141a +	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
6	<i>To conserve and enhance water quality and resource</i>	IP067b -	All three sites are in groundwater SPZ 3. The proposed development would be expected to result in a net increase in water consumption. The sites are not within 100m of a water body. IP140 would be expected to result in a net increase in water consumption. IP141a coincides with some small ponds and each would be expected to result in a net increase in water consumption in relation to existing levels. Policy DM4 would apply to all these developments, and this requires the appropriate use of SuDS. Sites IP067b and IP140 have specific policy requirements for surface water management plans to be provided. Sites IP067b and IP141a have requirements to improve water infrastructure and/or provide treatment upgrades. Site IP067b is required to provide a contaminated land assessment.	IP067b +	S- LT	L
		IP140 -		IP140 +	S- LT	L
		IP141a --		IP141a -	S- LT	M
7	<i>To maintain and where possible improve air quality</i>	IP067b -	All the sites would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. Policy DM21 would apply to all of these developments, and this requires prioritising sustainable transport modes first, including through the use of electric vehicle charging points. Policy DM12 also requires cycle storage facilities in all new developments. Sites IP140 and IP141a are required to provide transport assessments and travel plans in the policy constraints for each site.	IP067b +	S- LT	L
		IP140 -		IP140 +	S- LT	L
		IP141a -		IP141a -	S- LT	L
8	<i>To conserve and enhance soil and mineral resources</i>	IP067b -	Much of IP067b is currently greenfield and so the proposed development would result in a permanent loss of ecologically valuable soils. These soils are not BMV. Given the former energy use of the site, there could be an opportunity for some land remediation. Sites IP141a and IP140 are greenfield, and they would therefore be expected to result in the permanent loss of soils. Policy CS4 would be applicable to all of these developments, and this encourages sustainable soil management techniques. Site IP067a is required to provide a contaminated land assessment. Policy DM18 would also be applicable to all new developments, and this requires contamination to be addressed. The site constraints for IP067b also identify that the site is within 250m of a safeguarded mineral site and requires that the developer of the site should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility. IP140 is also over 5ha and falls within the Minerals Consultation Area.	IP067b +	S- LT	L
		IP140 -		IP140 -	S- LT	L
		IP141a -		IP141a -	S- LT	L
9	<i>To promote the sustainable management of waste</i>	IP067b -	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are considered to be very limited. Policy CS4 would be relevant to all of these developments, and this seeks to encourage the use of recycled/ reused materials in construction. Policy DM12 requires appropriate waste facilities to be provide in all new developments. IP067b is within 250m of a safeguarded waste use site and so there is a requirement to demonstrate that the development of the site allocation does not prevent the waste facility from operating as normal,	IP067b -	S- LT	L
		IP140 -		IP140 -	S- LT	L
		IP141a -		IP141a -	S- LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	IP067b -	The construction and operation of the proposed developments would be expected to result in a net increase in greenhouse gas emissions, depending on its final use, which may be related to an associated increase in road traffic. All sites have good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air	IP067b +	S- LT	L
		IP140 -		IP140 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP141a -	pollution associated with transport. Pedestrian and cycle access is somewhat limited for IP141a. Policies DM1 and DM2 encourage the use of high energy efficiency in new non-residential developments, including the use of decentralised and renewable energy where appropriate. Policy DM21 would be relevant too as this requires electric vehicle charging points in new developments.	IP141a -	S- LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	IP067b +	Sites IP067b and IP140 are in Flood Zone 1 and are not at risk of surface water flooding.	IP067b +	S- LT	L
	IP140 +	IP141a is in Flood Zone 1 and has small areas at a medium risk of surface water flood risk.	IP140 +	S- LT	L
	IP141a -	Policy DM4 would apply to all these developments, and this requires the appropriate use of SuDS. Sites IP067b and IP140 have specific policy requirements for surface water management plans to be provided.	IP141a -	S- LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP067b O	All sites would be unlikely to have a discernible impact on the coast or estuaries.	IP067b O	S- LT	L
	IP140 O		IP140 O	N/A	L
	IP141a O		IP141a O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP067b -	All sites would be unlikely to have impact a designated biodiversity asset. Each development site could potentially be supporting protected species given the presence of existing structures. All proposed developments at each site would result in the loss of greenfield. This would also reduce habitat connectivity in the local area. Policy DM8 would apply to all of these developments, and this requires biodiversity net gain. Site IP067b requires a preliminary ecological appraisal and reptile survey before any vegetation clearance can commence. Site IP140 is required to support wildlife ecological networks and the recreational green corridor functions of the Green Trail. In addition, this site must provide ecological surveys for flora, bats, hazel dormouse, reptiles and amphibians, breeding birds and priority species and appropriate mitigation as required. IP141a is adjacent to the railway wildlife corridor and buffer. Surveys for reptiles, bats and detailed terrestrial invertebrates are also required for this site. There are also protected trees on this site which the policy requires to be protected.	IP067b -	S- LT	L
	IP140 -		IP140 +	S- LT	L
	IP141a -		IP141a -	S- LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP067b O	IP067b would be unlikely to have a discernible impact on the historic environment. IP140 is partially adjacent to an Ipswich Conservation Area, within which are six Grade II Listed Buildings. It is considered to be likely that the proposed development at IP140, which is currently greenfield, would alter the setting of the Conservation Area and nearby Listed Buildings to some extent. The most western portion of IP141a is viewable from the Grade II Listed Building 'Terminal of Ipswich Airport'. The proposed development would result in the loss of greenfield land and potentially have an adverse impact on the setting of this sensitive heritage asset. Policy DM12 would apply to each of these developments, and this requires a high-quality of design and for the appropriate use of green infrastructure. Site IP140 requires a heritage impact assessment and an archaeological assessment. Furthermore, this site is required to provide a comprehensive planning approach with the land immediately to the north within Mid Suffolk District Council's boundary and to include a comprehensive landscaping strategy to help screen new development from the Whitton Conservation Area.	IP067b O	N/A	L
	IP140 -		IP140 -	S- LT	L
	IP141a -		IP141a -	S- LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes</i>	IP067b -	Development at all sites would result in the loss of an area of green and open space which would have a minor adverse impact on the local character. It would be unlikely to impact on views from the AONB 800m southwest. However, IP141a would situate employment land near existing employment land, and in each case adverse impacts on character would be likely to be minor.	IP067b -	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>and townscapes</i>	IP140 -	Site IP141a has requirements for active frontages along both frontages, avoiding large areas of car parking visible from the street scene. In addition, development is required to provide a landscape buffer to contribute to the leafy, suburban character of the area to the west. Also, it is identified that IP141a is close to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). Development will need to demonstrate that it will not harmfully impact the AONB.	IP140 -	S-LT	L
		IP141a -	Policy DM12 would apply to each of these developments, and this requires a high-quality of design and for the appropriate use of green infrastructure. Site IP140 is required to provide a comprehensive planning approach with the land immediately to the north within Mid Suffolk District Council's boundary. Also, it must include a comprehensive landscaping strategy to help screen new development from the Whitton Conservation Area and respond to the open landscape of the neighbouring Mid Suffolk District to the north.	IP141a -	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP067b ++	All sites would provide new employment land in the Borough and help to make a positive contribution towards sustainable economic growth.	IP067b ++	S-LT	L
		IP140 ++		IP140 ++	S-LT	L
		IP141a ++		IP141a ++	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP067b ++	All sites would provide new jobs in proximity to central areas of Ipswich and could help to rejuvenate the site.	IP067b ++	S-LT	L
		IP140 ++		IP140 ++	S-LT	L
		IP141a ++		IP141a ++	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP067b +	IP067b is within 500m of multiple bus stops. The nearest railway station, Westerford, is 2km north east. Access into the site is currently somewhat limited for pedestrians and cyclists as well as users of the strategic road network. The proximity of the proposed employment site to residential areas and prospective employees may help to encourage walking and cycling. IP140 is within 500m of multiple bus stops. The nearest Railway Station to all sites is Westerfield, just over 3km east. IP140 is relatively inaccessible in its current condition, situated as it is behind a retail park which represents the only way in. It is anticipated that the proposed development at IP140 would only proceed on the basis that access is provided. The proximity of IP140 to jobs, homes, services, amenities and central areas would enable high rates of walking, cycling and relatively efficient movement. Derby Road Railway Station is 2.3km north of IP141a and is situated on the south-eastern perimeter of Ipswich. The site is within 500m of a bus stop. The site would offer site users and residents excellent access to shops, services, employment areas, green open spaces and the countryside. The site is accessible for pedestrians, cyclists and users of the strategic road network.	IP067b ++	S-LT	M
		IP140 ++	Policy DM21 would apply to all of these developments, and this requires prioritising sustainable transport modes first, including through the use of electric vehicle charging points. Policy DM12 also requires cycle storage facilities in all new developments. Site IP067b has a specific policy requirement for potential access constraints to be resolved before development can commence. Site IP140 also identifies the access constraints of the site and development will need to address this constraint. Sites IP140 and IP141a are required to provide transport assessments and travel plans in the policy constraints for each site.	IP140 ++	S-LT	L
		IP141a +		IP141a +	S-LT	L
19	<i>To ensure that the digital</i>	IP067b +	As all sites are in an urban area they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	IP067b +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
infrastructure available meets the needs of current and future generations	IP140 +	Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available.	IP140 +	S-LT	L
	IP141a +		IP141a +	S-LT	L

3.2.5 Policy SP7: Land Allocated for Leisure Uses or Community Facilities

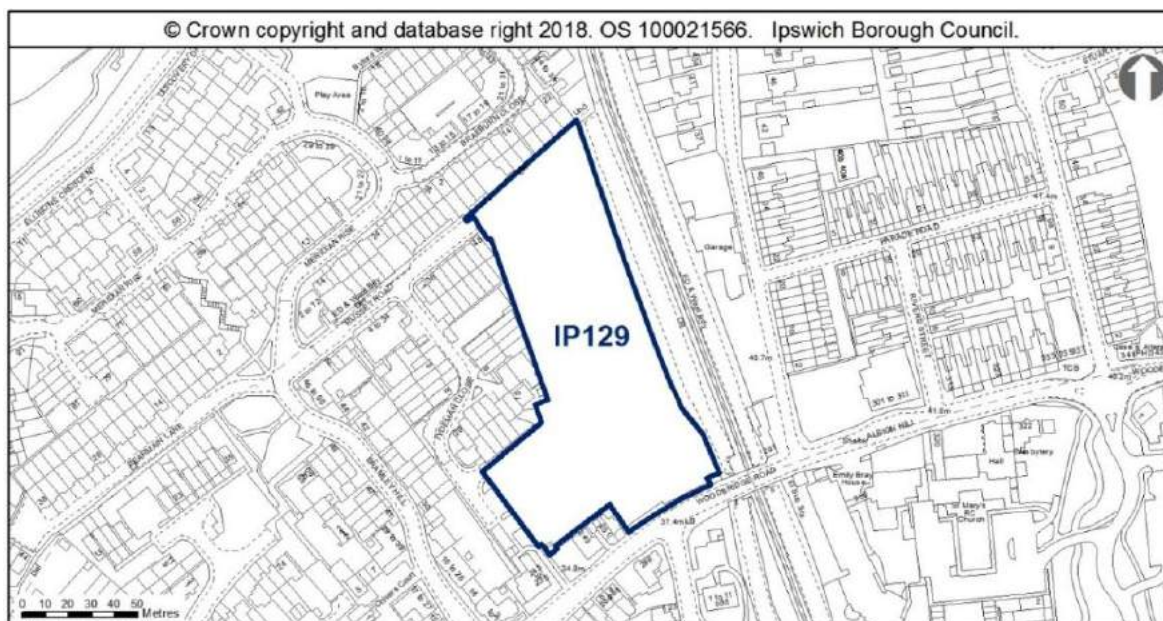
Policy SP7 has been amended to now relate specifically to site IP129 and the proposed development of a Special Education Needs and Disability (SEND) free school at this location. The Draft Local Plan Review version of Policy SP7 included detail of sites IP005, IP010a, IP037, IP048a and IP150b, which are now considered under other policies in the Plan.

Specific development requirements for site IP129 are set out in the policy, including the requirements for an archaeological assessment, noise assessment and habitat and ecology survey.

Policy SP7: Land Allocated for Leisure Uses or Community Facilities

Land is allocated for leisure uses or community facilities as specified in Table 5 below, on stand alone sites or as part of larger development sites set out within other policies in the Plan. In addition, Site IP129 BT Depot, Woodbridge Road is allocated as a SEND Free School. The development of this site would require:

- a) a condition relating to archaeological investigation;
- b) a noise assessment and appropriate mitigation for noise from the adjacent railway line;
- c) a site-specific Flood Risk Assessment which takes into account the findings of the Ipswich SFRA October 2020 and appropriate mitigation (see SFRA Section 10);
- d) an outline surface water management strategy;
- e) a transport assessment and travel plan; and
- f) a habitat and ecological survey.



Development would also need to secure ecological enhancements, and provide a biodiversity net gain; and

Policy SP7: Land Allocated for Leisure Uses or Community Facilities

support the wildlife corridor function of the railway and strengthen the local ecological network by enhancement of onsite habitats adjacent this feature. Any lighting scheme should be designed to prevent light spillage into this area.

Table 5: List of sites proposed for leisure uses or community facilities'

Site	Address	% Community facilities / leisure	Community or leisure use	Other Uses
IP005	Former Tooks Bakery, Old Norwich Rd As part of a residential-led mixed use redevelopment	20%	Health centre	Housing
IP010a	Co-op Depot, Felixstowe Rd As part of a residential development	25%	Primary school extension	Housing
IP037	Island Site	To be determined through Masterplanning	Early Years and leisure	Housing, Employment, Restaurant/ small retail and amenity green space
IP048a	Mint Quarter / Cox Lane East regeneration area	60%	Primary School	Housing and Car Parking
IP129	BT Depot, Woodbridge Road	100%	SEND Free School	
IP150b	Land at Ravenswood (7.8ha)	100%	Sports park	Housing adjacent

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The provision of a new primary school could help to enhance local community cohesion as well as educational attainment for local people. This could make a meaningful contribution towards combatting the local risk of exclusion and poverty. The provision of a new SEND school could help to improve inclusion for children with special education needs and disabilities.	+	S-LT	L
2	To meet the housing requirements of the whole community	0	The site is allocated for a new SEND school and so would be unlikely to have a discernible impact on this SA Objective.	0	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3	<i>To improve the health of the population overall and reduce health inequalities</i>	O	The site is allocated for a new SEND school and so would be unlikely to have a discernible impact on this SA Objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities is required under Policy DM12.	O	N/A	L
4	<i>To improve the quality of where people live and work</i>	O	The site is allocated for a new SEND school and so would be unlikely to have a discernible impact on this SA Objective.	O	N/A	L
5	<i>To improve levels of education and skills in the population overall</i>	++	The proposed development would significantly enhance local residents' access to primary school facilities for those with special education needs and disabilities. It would also help to ensure that there is appropriate capacity to accommodate the educational needs of Ipswich's growing and varied population. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	++	S- MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	Development at the site would be unlikely to have a negative impact on a surface waterbody. The site is within the Groundwater Source Protection Zone 3. The proposed development would be expected to result in a minor net increase in water consumption, which could lead to a minor negative effect against this objective. An outline surface water management strategy is required under Policy SP7, which would help to ensure the development does not result in reducing water quality and would help identify the need for SUDS to control surface water runoff. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	O	S- MT	L
7	<i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase pollutive emissions to air as a result of new traffic movements accessing the school, although, as a SEND school, many pupils will arrive via minibuses. Given the site's proximity to housing and several frequent bus services just outside the site, pupils may be able to travel their relatively sustainably. However, an increase in car movements to and from the site in relation to current levels cannot be ruled out. By requiring biodiversity net gain on site, Policy SP7 would be expected to result in an increase in vegetation which have benefits including filtering air pollutants. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	-	M- LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	+	The site is brownfield and so the proposed development would constitute an efficient use of land that protects the Borough's valuable soil stocks. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	+	S- LT	L
9	<i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials appear unlikely with the previously existing warehouses now demolished. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed Development would be expected to result in a net increase in GHG emissions. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located near to sustainable transport opportunities, which could help to limit GHG emissions associated with the movement of residents at the site. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	-	S- LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	+	The site is in Flood Zone 1 and is not at a risk of surface water flooding. Policy SP7 requires a site-specific Flood Risk Assessment and an outline surface water management strategy to be carried out on site which would identify the need for SUDS and appropriate location to effective green infrastructure to help reduce the risk of future flooding on and around the site. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S- LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary.	O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	+	The site is considered to be of a very limited biodiversity value, particularly in its current condition. Site is not in proximity to a biodiversity designation. Policy SP7 requires a habitat and ecological survey to be undertaken on site. The policy also seeks to ensure the development incorporates ecological enhancements and results in biodiversity net gain. These enhancements should support wildlife corridors and strengthen the local ecological network. A lighting scheme should be designed to prevent light spillage in the area. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S – LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	+	The site is within 125m of three Grade II Listed Buildings. Given the lay of the land and the existing built form the proposed development at the site would be unlikely to have a discernible impact on these heritage assets. In addition, Policy SP7 requires a condition relating to an archaeological investigation, which would help to protect any unidentified heritage assets. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S- LT	L
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	As a vacant brownfield site previously, the proposed development could potentially enhance the site's contribution towards the local townscape character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S- LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The proposed development at the site would provide new employment opportunities at the school whilst enhancing the educational attainment of local people.	+	S- LT	M
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	O	The proposed development would be unlikely to have a discernible impact on the vitality or vibrancy of centres in Ipswich.	O	N/A	L
18 <i>Encourage efficient patterns of movement, promote</i>	++	The site is within a short walk of a few metres from numerous frequent bus services. The proximity of the site to large residential areas could reduce the need of residents to travel far or via unsustainable modes to take children to and from the school. Pedestrian access, which is required for staff and	++	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>sustainable travel of transport and ensure good access to services.</i>		visitors to the school, is good. Cycling access is good although the roads from which the site is access could discourage cycling due to no cycle route separate from the path of cars. Policy SP7 seeks to ensure that a transport assessment and travel plan are prepared in relation to the proposed development. This would help ensure there is safe access to the site via foot, cycle and vehicle. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.			
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	O	The proposed development would be unlikely to have a discernible impact on digital infrastructure. It may be appropriate to ensure that the school benefits from excellent internet speeds to maximise learning opportunities for students at the school. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available.	O	N/A	M

The amendments to Policy SP7 provide further detail on the requirements of development at site IP129, including archaeological investigations, travel assessments and Flood Risk Assessments. These additional requirements would be likely to lead to greater benefits in relation to flooding, water quality, biodiversity and transport. The requirement for an archaeological investigation on site would be likely to result in benefits to the historic environment, helping to identify any potential unidentified assets. Therefore, the previously identified neutral effect in relation to cultural heritage (SA Objective 14) has been altered to a minor positive effect.

Site IP129	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & nondiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	O	O	O	++	-	-	+	-	-	+	O	+	O	+	+	O	++	O
MM	+	O	O	O	++	-	-	+	-	-	+	O	+	+	+	+	O	++	O

3.2.6 Policy SP8: Orwell Country Park Extension

Policy SP8 has been modified to include requirements for the development proposal, including managing recreational pressures in the Orwell Estuary SPA and development being supported by an appropriate EIA. In addition, uses on site will need to take into consideration the sensitive location and footpaths on site should allow for disabled access.

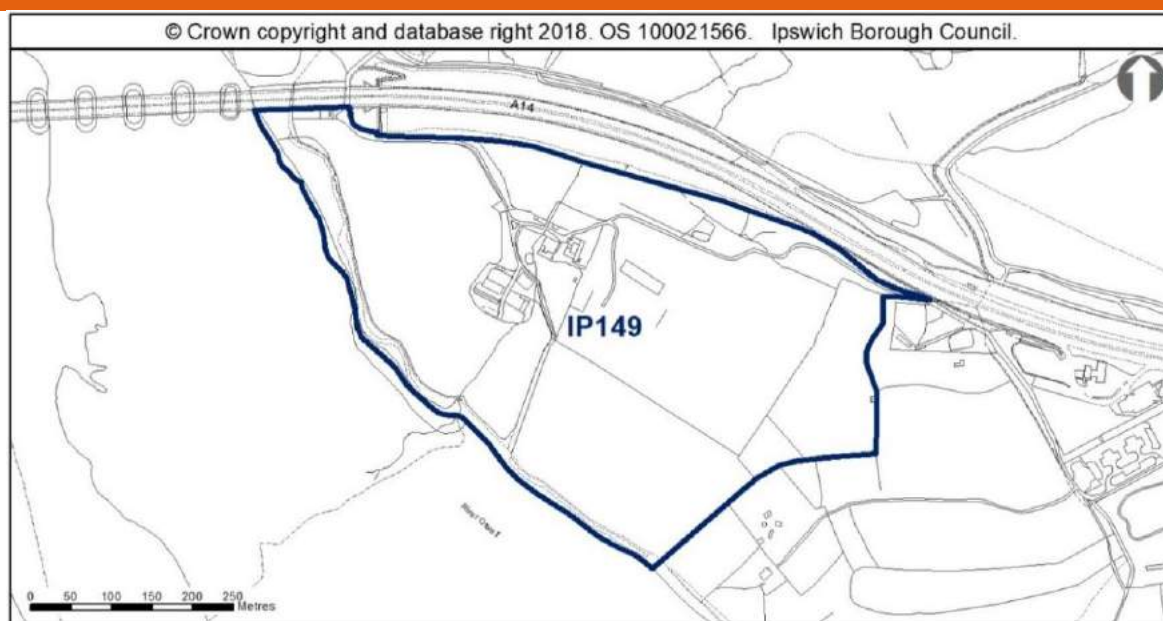
Policy SP8: Orwell Country Park Extension

Site IP149 (24.7ha) Land at Pond Hall Carr and Farm is allocated as an extension to Orwell Country Park, to provide better management of visitors to this part of the Orwell Estuary Special Protection Area.

The development of the Country Park extension will need to:

- manage recreational pressures on the Orwell Estuary;
- be supported by an appropriate EIA;
- ensure that the uses are compatible with the sensitivity of the site; and,
- ensure any infrastructure associated with public footpaths is appropriate for the site and allows for disabled access as far as is practicable.

Policy SP8: Orwell Country Park Extension



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	Site is allocated for a country park allocation and could therefore promote community interaction and social cohesion through providing an accessible green space. Policy SP8 seeks to ensure that footpaths across the site are suitable for disabled access.	+	N/A	M
2	To meet the housing requirements of the whole community	0	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	0	N/A	M
3	To improve the health of the population overall and reduce health inequalities	++	Site provides an extension to an area of public open space adjacent to the Suffolk Coast and Heaths AONB and is an opportunity to provide a better network of footpaths and viewpoints over the estuary for visitors that may facilitate active and outdoor activities for the Borough's residents. The policy requires improvement to the public footpath, which includes links to the Coastal Path. Access for pedestrians and cyclists to be provided at the site to surrounding communities is required under Policy DM12.	++	M-LT	M
4	To improve the quality of where people live and work	+	Site is allocated for a country park allocation and therefore could contribute to improving local quality of life.	+	N/A	M
5	To improve levels of education and skills in the population overall	0	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	0	N/A	M
6	To conserve and enhance water quality and resource	+	The extension of the country park, in place of Pond Hall Farm, may allow for improvements to the quality of coastal waters of the adjacent SPA, Stour and Orwell Estuaries. In addition, public access to the mud flats is restricted to ensure wading birds are not adversely impacted. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7	To maintain and where possible	-	The extension of the country park may attract additional visitors and increase road traffic.	0	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>improve air quality</i>		Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8	<i>To conserve and enhance soil and mineral resources</i>	++	The extension of the country park will maintain and protect a greenfield site. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.	++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	+	The extension to the country park could potentially enable more efficient management of the park and visitors, including the generation of waste. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	+	N/A	L
10	<i>Reduce emissions of GHG from energy consumption</i>	+/-	The extension of the country park may attract additional visitors and increase road traffic and air pollution. However, the allocation of a country park maintains a greenfield site, preventing additional emissions from residential or employment uses. <i>The Country Park should encourage the use of sustainable transport, through the extension of existing bus routes and provision of electric car charging points at the site's car parking facilities.</i>	O	N/A	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	+	The Site's south western boundary is within Flood Zone 3. A line of low-high surface water flood risk runs through the site along the path of a small stream within the site. Through preserving this greenfield site and not allocating land for residential development, it keeps residents away from Flood Zone 3 and preserves the GI cover in this area, that provides a natural flood alleviation service.	+	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	++	The site is likely to have a positive contribution to the local character and biodiversity associated with the adjacent SPA, Stour and Orwell estuary. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	++	S-LT	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	++	The extension of the country park will maintain and protect a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell Estuary SPA. Policy SP8 seeks to ensure that the proposed development will manage recreational pressures on Orwell Estuary SPA.	++	S-LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	+	Pond Hall associated with Pond Hall Farm is a Grade II Listed Building, which is on the Heritage at Risk Register. This Listed Building is currently being repaired and renovated and part of the building will be used for educational purposes. The extension of the country park will maintain and protect Pond Hall and the local setting. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context. <i>Visitors to the Country Park should be provided with good access to the heritage asset and information on its historical value.</i>	++	S-LT	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	++	The extension of the country park will protect and maintain the landscape of a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell Estuary SPA. The Policy seeks to ensure that future uses on site are compatible with the sensitive nature of the site.	++	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth</i>	+	The proposed site use would be likely to be a visitor attraction that could provide a boost to shops and services in the local area.	+	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<i>throughout the plan area</i>			
17	O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	O	N/A	M
18	+	Policy SP8 seeks to ensure that footpaths across the site are suitable for disabled access, having benefits for accessibility. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	+	S-LT	M
19	O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective.	O	N/A	L

The amendments to this policy would be expected to have some benefits by further protecting biodiversity and the local landscape. Policy SP8 now includes specification that footpaths across the site should allow for disabled access as far is appropriate, which would increase accessibility of the site to a wider range of residents, and therefore, a minor positive effect has been identified in relation to transport, which was previously identified as neutral.

Site IP149	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & geodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	O	++	+	O	+	O	++	+	O	+	++	++	++	++	+	O	O	O
MM	+	O	++	+	O	+	O	++	+	O	+	++	++	++	++	+	O	+	O

3.2.7 New Policy: Sustainable Travel Infrastructure Outside the IP-One Area

This new policy is extracted information relating to sustainable travel infrastructure outside of the IP-One area from previous Policy SP15. The amended Policy SP15 now focuses on pedestrian and cycling routes inside the IP-One area.

New Policy: Sustainable Travel Infrastructure Outside the IP-One Area

The Council will seek opportunities to deliver specific sustainable travel infrastructure improvements outside the IP-One Area through safeguarding sites/routes where necessary, new developments and/or seeking funding opportunities.

Throughout the Borough, development should improve linkages to the rights of way network, including cross boundary links, where opportunities exist to do so.

Pedestrian and cycle measures are supported outside the IP-One Area, specifically:

- a) A pedestrian and cycle bridge across the River Gipping in West Ipswich; and,
- b) A pedestrian and cycle bridge across the railway line at Felixstowe Road District Centre.

New Policy: Sustainable Travel Infrastructure Outside the IP-One Area

The park and ride site at Anglia Parkway is safeguarded for future re- use for park and ride.

The assessment of New Policy: Sustainable Travel Infrastructure Outside the IP-One Area is set out in the table below. The identified SA effects for this new policy are the same as those identified for Policy SP15.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	S, M & L-T Reversible Medium uncertainty.	The new policy would help to ensure locations outside the IP-One area are accessible via cycling, walking and other sustainable travel modes for all residents. This could help to combat the risk of social exclusion.
2 - To meet the housing requirements of the whole community	○	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	+	S, M & L-T Reversible Medium uncertainty.	This policy would be likely to facilitate higher rates of walking and cycling and therefore more physically active lifestyles for residents.
4 - To improve the quality of where people live and work	+	S, M & L-T Reversible Medium uncertainty.	The new policy would lead to improvements to pedestrian and cycle routes which would be likely to help enhance the quality of local residents' living environment and neighbourhood.
5 - To improve levels of education and skills in the population overall	○	N/A Low uncertainty.	The new policy would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	○	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	+	S, M & L-T Reversible Medium uncertainty.	This policy would be expected to help facilitate higher rates of walking and cycling and this would reduce air pollution associated with vehicles over time.
8 - To conserve and enhance soil and mineral resources	○	N/A Low uncertainty.	The new policy would be unlikely to have a discernible impact on soils or minerals.
9 - To promote the sustainable management of waste	○	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	+	S, M & L-T Reversible Medium uncertainty.	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles.
11 - To reduce vulnerability to climatic events and flooding	○	N/A Low uncertainty.	This new policy would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	○	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on the coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	○	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	○	N/A Low uncertainty.	The new policy would be unlikely to have a discernible impact on cultural heritage.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	○	N/A Low uncertainty.	This policy would be unlikely to have a discernible impact on landscape.
16 - To achieve sustainable levels of prosperity and growth	+	S, M & L-T Reversible Medium uncertainty.	This policy would help to facilitate efficient movement of residents and workers by improving cycle and pedestrian access. This would be expected to help employees to access places of work sustainably and for businesses to travel and transport more effectively.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
throughout the plan area			
17 - To maintain and enhance the vitality and viability of town and retail centres	+	S, M & L-T Reversible Medium uncertainty.	The new policy would help to increase footfall outside the IP-One area by enabling greater access via foot and cycle.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	++	S, M & L-T Reversible Medium uncertainty.	This new policy would make a major contribution towards improving the access outside of the IP-One area via foot and cycle. This would facilitate more efficient and sustainable movement for businesses and residents.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	○	N/A Low uncertainty.	The new policy would be unlikely to have a discernible impact on digital infrastructure.

3.2.8 New Policy: Sites off Nacton Road, South Ravenswood

This new policy provides detail on the sites allocated off Nacton Road, South Ravenswood. These five sites were previously assessed in the Regulation 19 SA Report. Sites IP150b, IP150c, IP105d and IP150e have different addresses to that in the Regulation 19 SA Report but have the same site boundaries. Other changes included that the site use for site IP150b has changed from 'sports park' to 'outdoor sport or recreational uses within Use Class F2(c) to allow for a broader scope of site uses. The policy sets out the requirement for the use of a masterplan approach across the five sites.

New Policy: Sites off Nacton Road, South Ravenswood

New Policy Sites off Nacton Road, South Ravenswood

Five separate sites are allocated on 21.75ha of land south of Ravenswood for a mix of uses and identified on the Policies Map as follows:

Land south of Ravenswood (IP150b): 7.8ha for outdoor sport or recreational uses within Use Class F2(c);

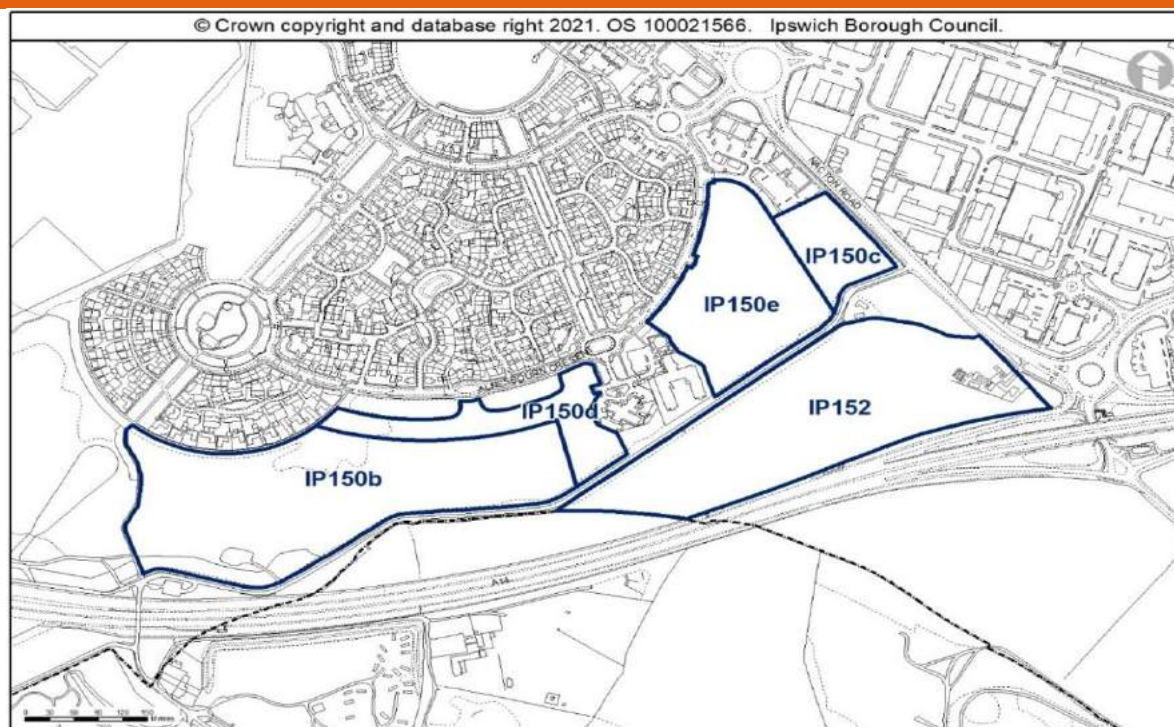
Land South of Ravenswood adjacent to Nacton Road (IP150c): 1.18ha, for employment uses in Use Class E(g)(ii & iii) and sui generis employment uses in accordance with Policy DM33;

Land south of Ravenswood facing Alnesbourn Crescent (IP150d): 1.8ha for residential use with an indicative capacity of 34 dwellings at low density on around 50% of the site;

Land south of Ravenswood east of Mansbrook Boulevard (IP150e): 3.6ha for residential use – indicative capacity of 126 dwellings at low density on the whole of the site; and

Airport Farm Kennels (IP152): 7.37ha, for employment uses in Use Classes B2, B8 and E(g)(ii & iii) and sui generis employment uses in accordance with Policy DM33. Ipswich Borough Council and Suffolk County Council will explore the feasibility of using a small section of the site for Park and Ride provision to support sustainable transport measures over the plan period.

New Policy: Sites off Nacton Road, South Ravenswood



New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.

The Masterplan shall:

- a) Agree a Brief and Vision for the development, identifying how the development will integrate with the existing Ravenswood neighbourhood;
- b) Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;
- c) Include a Strategic Framework for the land uses;
- d) Identify access and sustainable transport measures to be put in place and triggers for their provision;
- e) Include appropriate and complementary sustainable drainage, landscape, open space and ecology strategies to be applied across the entire South Ravenswood area allocations;
- f) Establish urban design principles for:
 - Scale and massing;
 - Character and appearance of different land use areas (residential, employment, recreational use, and park and ride);
 - Public space including pedestrian routes;
 - Development within or adjacent to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty;
- g) Identify other development constraints; and
- h) Identify appropriate phasing of development, including the necessary infrastructure, through an implementation plan.

In addition, development of each of the sites shall be expected to comply with the following requirements:

- i. Identify how each development relates and complies with the South Ravenswood Master Plan;
- ii. Deliver a high quality, climate change resilient design, which reflects the importance of this gateway site into Ipswich and its setting close to the AONB in accordance with Policies CS1, DM1, DM2, DM11 and DM12;

New Policy: Sites off Nacton Road, South Ravenswood

- iii. Provide a mix of housing that reflects local housing needs, including provision of affordable housing on site and the provision of self-build plots and accessible housing in accordance with Policies CS8, CS12 and DM12;
- iv. Include a transport assessment, travel plan and car parking strategy including EV charging in accordance with Policies DM21 and DM22;
- v. Provide high-quality pedestrian and cycle access to support access to services and facilities within and beyond Ravenswood in accordance with Policies CS5, DM12 and DM21;
- vi. An archaeological assessment will be required, and any necessary mitigation identified to be addressed at an appropriate stage in the planning process in accordance with Policy DM14;
- vii. Site-specific Flood Risk Assessment(s) will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and the incorporation of sustainable drainage measures (see SFRA Section 9.7 and site sheet in Appendix F) in accordance with Policy DM4;
- viii. Provision of structural landscaping to the western and southern edges of the area, an appropriate edge in relation to open spaces and countryside beyond the site in accordance with Policies CS4, DM8, DM9, DM10 and DM11;
- ix. Ecological surveys will be required including for breeding birds, reptiles, invertebrates, bats and badgers. These will be required before any vegetation is cleared, and mitigation measures will need to be identified and implemented where appropriate;
- x. Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination. Requirements for Suitable Alternative Natural Greenspace to be provided if necessary;
- xi. Project level Habitats Regulations Assessment will be required, and requirements for Suitable Alternative Natural Greenspace to be provided if necessary;
- xii. Provide biodiversity net gains, protection and enhancement of habitats and ecological networks in accordance with Policy DM8;
- xiii. New development at site IP152 should retain as much of the existing habitat, including mature oaks and hedgerows, as possible and integrate it within a landscaping scheme, in accordance with Policy DM9;
- xiv. Development must not result in an unacceptable loss of amenity for existing or future residents, in accordance with Policies DM18 and DM3 and will be required to mitigate appropriately noise or air quality impacts arising from development or the adjacent A14;
- xv. Sites IP150b and IP152 are over 5ha and fall within the Minerals Consultation;
- xvi. S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan;
- xvii. Provision of public art, and
- xviii. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and accord with guidance within adopted Supplementary Planning Documents.'

SA Objective Topics (See SA Framework)	Site Scores	Commentary Recommendations/mitigation	Residual Scores	Duration	Uncertainty
1	IP150b +		IP150b +	N/A	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>To reduce poverty and social exclusion</i>	IP150c +	IP150b is allocated for outdoor sport or recreational uses and could therefore promote community interaction and social cohesion through providing an accessible green space. IP150c is proposed for employment uses and would provide an area of new jobs in proximity to homes and so could help to alleviate local rates of deprivation. It would also provide an opportunity to rejuvenate an area of previously developed land. IP150d and IP150e would situate new residents adjacent to an existing community in proximity to key services and amenities – social exclusion is unlikely. IP152 is proposed for employment uses and the potential for a Park and Ride provision, and would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP150c +	S- LT	L
	IP150d +		IP150d +	S- LT	L
	IP150e +		IP150e +	S- LT	L
	IP152 +		IP152 +	S- LT	M
2 <i>To meet the housing requirements of the whole community</i>	IP150b O	IP150b is allocated for outdoor sport or recreational uses and would therefore not have a discernible impact on this Objective. IP150c and IP152 are allocated for employment use and so would not have a discernible impact on housing. IP150d will provide 34 new homes. IP150e will provide 150 new homes. The new policy requires a mix of housing that reflects local housing needs, including provision of affordable housing on site and the provision of self-build plots and accessible housing, which would address the housing needs of the community. Policy CS12 will apply regarding affordable housing.	IP150b O	N/A	M
	IP150c O		IP150c O	N/A	L
	IP150d +		IP150d ++	M- LT	M
	IP150e +		IP150e ++	M- LT	L
	IP152 O		IP152 O	N/A	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP150b ++	IP150b provides outdoor sport or recreational uses adjacent to the Suffolk Coast and Heaths AONB and Orwell Country Park and is an opportunity to provide a better network of footpaths and viewpoints that may facilitate active and community interactions as well as outdoor activities and exercise for the Borough's residents. As employment sites, IP150c and IP152 are unlikely to have a discernible impact on health and health inequalities. IP152 is also identified as a potential location for a Park and Ride provision. IP150d and IP150e is 590m south of Ravenswood Medical Practice. The sites are adjacent to green and open spaces. A leisure centre sits 1km north west. The policy requires ecology surveys to be carried out and where possible, existing habitat to be retained. This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. Enhanced biodiversity would help filter air pollutant and screen against noise and light pollution. The provision of new cycle and pedestrian routes would encourage active transport and have a positive impact on the physical wellbeing of residents. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 requires the preparation of a travel plan and transport assessment is a site is in proximity to an AQMA. An air quality assessment may also be required.	IP150b ++	M- LT	M
	IP150c O		IP150c +	N/A	L
	IP150d ++		IP150d ++	S- LT	L
	IP150e ++		IP150e ++	S- LT	L
	IP152 O		IP152 +	N/A	L
4 <i>To improve the quality of where people live and work</i>	IP150b +	IP150b is allocated for outdoor sports or recreation and therefore could contribute to improving local quality of life. IP150c is adjacent to the A1189 and is therefore likely to expose residents to a major source of noise, air or light pollution. IP150d is within 100m of the A14 and is therefore likely to expose residents to a major source of noise, air or light pollution. IP150e is within 150m of the A14 and is therefore likely to expose residents to a major source of noise, air or light pollution.	IP150b +	N/A	M
	IP150c -		IP150c O	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP150d -	IP152 would result in the loss of greenfield land near existing employment areas, which could be seen as a reduction in the quality of the surrounding area for workers. IP152 would situate new workers adjacent to the A14, which would be likely to be a source of noise, air and light pollution.	IP150d -	M- LT	M
	IP150e -	The policy also seeks to biodiversity enhancements on site which would help screen noise and light pollution, and filter air pollutants. The development must not result in an unacceptable loss of amenity for existing or future residents.	IP150e -	M- LT	M
	IP152 -	Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	IP152 -	S- LT	M
5	IP150b O	IP150b is allocated for outdoor sports and would therefore not have a discernible impact on this Objective.	IP150b O	N/A	M
	IP150c +	IP150d is located within 500m of Ravenswood Community Primary School and is within 1km of a secondary school (e.g. Ipswich Academy) and is located within 5km of University of Suffolk Campus.	IP150c +	N/A	L
	IP150d ++	IP150e is located within 500m of Ravenswood Community Primary School and within 1km of a secondary school (e.g. Ipswich Academy). Additionally, the provision of employment land at IP150e and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP150d ++	S- MT	L
	IP150e ++	The provision of employment land at IP150c and IP052 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP150e ++	S- MT	L
	IP152 +	The policy requires contributions to be made to education and early years provision leading to positive effects.	IP152 +	N/A	L
6	IP150 +	The allocation for open space in IP150b will have no negative impact on water quality. In addition, the preservation of a greenfield site will maintain water quality.	IP150b +	S- LT	L
	IP150c -	All sites are within groundwater SPZ 3. The proposed development at IP150c, IP150d, IP150e and IP152 would be expected to result in a net increase in water consumption, leading to a minor negative effect.	IP150c -	S- LT	L
	IP150d -	The sites do not coincide with, are not adjacent to and are not within 100m of a water body.	IP150d -	S- MT	L
	IP150e -	A site-specific Flood Risk Assessment will be required prior to development of the sites, with the recommendations from the Ipswich SFRA taken into account. It is therefore expected that water quality will not be reduced resulting from the development in this location. In addition, sustainable drainage measures will be incorporated to control surface water runoff.	IP150e -	S- MT	L
	IP152 -	Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP152 -	S- LT	M
7	IP150b +	IP150b is allocated for open space and therefore will not increase emissions to air. In addition, the scenic surroundings may encourage residents to walk or cycle.	IP150b +	M- LT	M
	IP150c -	The proposed development at IP150c, IP150d, IP150e and IP052 would be expected to result in a net increase in air pollution in relation to existing levels due to the scale of proposed development and associated increase in traffic.	IP150c +	S- LT	L
	IP150d -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. The Park and Ride system being considered for IP152 could help to encourage a greater uptake of lower emission transport modes. The policy requires the preparation of travel plan under criteria iv), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. In addition, a car parking strategy is required, which is expected to	IP150d -	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP150e -	include the provision of electric vehicle charging points. The policy also requires the provision of pedestrian and cycle routes which will reduce reliance on vehicle use and minimise the associated air pollution.	IP150e -	M – LT	M
	IP152 -	Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	IP152 -	S- LT	M
8	IP150b +	The allocation for open space at IP150b will maintain and protect a greenfield site.	IP150b +	S- LT	L
	IP150c -	IP150c, IP105d, IP150e and IP152 are large greenfield sites (>1ha) and the proposed development would result in the loss of ecologically valuable soils, although not BMV soils. The development at these sites is likely to increase the demand for raw materials.	IP150c -	S- LT	L
	IP150d -	Sites IP150b and IP152 fall within a Minerals Consultation Area.	IP150d -	S – LT	L
	IP150e -	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.	IP150e -	S – LT	L
	IP152 -	Policy DM18 would also apply with respect to contaminated land.	IP152 -	S- LT	L
9	IP150b O	IP150b is allocated for open space and would therefore not have a discernible impact on this Objective.	IP150b O	N/A	L
	IP150c -	Development at IP150c, IP150d, IP150e and IP152 would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP150c -	S- LT	L
	IP150d -	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.	IP150d -	S- LT	L
	IP150e -	Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP150e -	S- LT	L
	IP152 -		IP152 -	S- LT	L
10	IP150b O	The proposed development at IP150b is unlikely to have a discernible impact on current GHG emissions	IP150b O	N/A	M
	IP150c -	IP150c, IP105d, IP105e and IP152 are greenfield and may increase the current GHG emissions. The potential for energy efficiency or renewable energy sources is unknown at this stage. The sites are located adjacent of sustainable transport opportunities (e.g. bus stop), within 500m of jobs (Ransomes Europark employment areas) and within 500m Ravenswood District Centre.	IP150c -	S- LT	L
	IP150d -	Site IP152 is proposed as a potential location for a new Park and Ride service, which would help to increase the number of residents using public transport rather than personal car use, and thereby reducing transport-associated greenhouse gas emissions.	IP150d -	S – LT	L
	IP150e -	The policy requires the preparation of travel plan under criteria iv), which could include car sharing activities and improved public transport access to help reduce transport-associated greenhouse gas emissions. In addition, a car parking strategy is required, which is expected to include the provision of electric vehicle charging points. The policy also requires the provision of pedestrian and cycle routes which will reduce reliance on vehicle use and minimise the associated GHG emissions. The policy also requires development to be of a climate change resilient design.	IP150e -	S – LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP152 -	Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP152 -	S- LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	IP150b +	IP150b is in Flood Zone 1. There are a few small areas of low-medium surface water flood risk within the site. Through preserving this greenfield site and not allocating land for residential development, it preserves the GI cover in this area, that provides a natural flood alleviation service.	IP150b +	S- LT	L
	IP150c --	IP150c has areas of high and medium surface water flood risk. Site is within EA Flood Zone 1 – low risk. IP150d is in an area of medium surface water flood risk (two small areas). The site is within EA Flood Zone 1 – low risk. This assessment is accurate in light of the SFRA (March 2020).	IP150c -	S- LT	L
	IP150d --	IP150e is in an area of high surface water flood risk (two small areas) and is within EA Flood Zone 1 – low risk. IP152 is in Flood Zone 1. IP152 has a small area at a medium risk of surface water flood risk.	IP150d -	S- LT	L
	IP150e --	A site-specific Flood Risk Assessment is required under criteria vii) and the incorporation of sustainable drainage on site. This would help to direct development away from areas of highest flood risk on site and guide the incorporation of SuDS to manage surface water runoff. Design at the sites is required to be climate change resilient. The policy also seeks to ensure biodiversity net gain is achieved on site, which would increase vegetation cover, helping to prevent soil erosion, which can exacerbate flooding, and naturally managing surface water runoff.	IP150e -	S- LT	L
	IP152 -	Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP152 -	S- LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP150b +	IP150b is with 1km of the Stour and Orwell estuary SPA and therefore the allocation of open space is likely to have a positive contribution to the local character and biodiversity associated with the nearby SPA. All sites are located north east of Orwell and Stour Estuary SPA. Adverse impacts on the estuary are considered to be unlikely as the site is not hydrologically connected and does not contain functionally linked land. Project level HRA will need to check the site design and ensure minimal impact to the SPA. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	IP150b +	S- LT	M
	IP150c O		IP150c O	N/A	L
	IP150d O		IP150d O	N/A	M
	IP150e O		IP150e O	N/A	M
	IP152 O		IP152 O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP150b ++	The allocation of outdoor sports and recreation in IP150b will maintain and protect a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell estuary SPA. However, the development could direct more people to the area, and could increase the risk of recreational disturbance.	IP150b ++	S- LT	M
	IP150c -	IP150c, IP150d, IP150e and IP152 are greenfield, and the proposed development could potentially affect protected species here. The proposed development would also reduce habitat connectivity by increasing distances between habitats. All sites are approximately 1km northeast of Stour and Orwell Estuaries SPA and within 500m of Brazier's Wood, Pond Alder Carr and Meadows LWS (not adjacent). The sites are also within 500m of Bridge Wood LNR. The proposed development could potentially impact protected species as the site	IP150c -	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP150d -	contains existing structures. Development could also increase the distance between habitats and therefore adversely impact connectivity. Development at this location would be required to retain as much of the high value existing habitat as possible to deliver biodiversity enhancement. The policy states: <i>“mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”</i> . The policy also requires an ecological survey to be carried out. The policy seeks to ensure the achievement of biodiversity net gain and therefore, some biodiversity enhancements would be likely on site despite the loss of greenfield. The project level HRA, which is required at all sites, seeks to ensure that, through mitigation, biodiversity will be enhanced through measures proposed and links through to the existing protected areas for wildlife. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	IP150d -	S – LT	L
	IP150e -		IP150e -	N/A	H
	IP152 -		IP152 -	S- LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP150b O	There are no historical assets in proximity to the sites. The proposed development at all sites would be unlikely to have a discernible impact on the historic environment due to no statutory designated sites located within 300m of the Site. An archaeological assessment will be required for the site under criteria vi) of the new policy, which would help to identify previously unidentified heritage assets. The policy seeks to achieve biodiversity net gain which would help to screen the development. The policy will also not result in an unacceptable loss of amenity.	IP150b +	S- LT	M
	IP150c O		IP150c +	N/A	L
	IP150d O		IP150d +	N/A	M
	IP150e O		IP150e +	N/A	M
	IP152 O		IP152 +	S- LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP150b +	The allocation for open space will protect and maintain the landscape of a greenfield site adjacent to the Suffolk Coast and Heath AONB and Orwell Country Park in IP150b. IP150c, IP150d, IP105e and IP152 would result in the loss of a greenfield that makes a positive contribution to the local character and views for local residents. IP152 is adjacent to, and partially within, the Suffolk Coast and Heaths AONB. The proposed development would be expected to have an adverse impact on the setting of the AONB. The requirement for a development brief considering this impact would be likely to help ensure mitigation is incorporated into the proposed development, which reflects the importance its setting to the AONB. Provision of structural landscaping will help to enhance the distinctiveness of the local townscape. The policy also seeks to retain existing habit where possible and result in biodiversity enhancements, which would be likely to screen development and have some benefits to the local landscape character. Development should also be high-quality and will also not result in an unacceptable loss of amenity. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	IP150b +	S- LT	M
	IP150c -		IP150c -	S- LT	M
	IP150d -		IP150d -	S- LT	L
	IP150e -		IP150e -	S- LT	L
	IP152 --		IP152 -	S- LT	M
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP150b O	IP150b is allocated for open space and would therefore not have a discernible impact on this Objective. IP150d and IP150e are located within 1km of key employment area (e.g. Ransomes Europark, Futura Park and The Drift and Leslie Road, Nacton Road). The development would also situate new residents in proximity to employment opportunities.	IP150b O	N/A	M
	IP150c ++		IP150c ++	S- LT	L
	IP150d +		IP150d +	N / A	M
	IP150e +		IP150e +	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP152 ++	IP150c and IP152 would provide new employment land in the Borough and help to make a positive contribution towards sustainable economic growth.	IP152 ++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP150b O	IP150b is allocated for open space and would therefore not have a discernible impact on this Objective.	IP150b O	N/A	M
	IP150c +	All sites would situate new residents in a location with good access to central areas of Ipswich.	IP150c +	S-LT	L
	IP150d +	IP150c and IP152 would provide new employment land relatively close and accessible to central areas of the Borough. The potential provision of a Park and Ride at IP152 would be expected to have positive effects on retail and town centres by enhancing access.	IP150d +	S-LT	L
	IP150e +	The provision of public art under the new policy may attract increased tourism to the area, and therefore improve the viability of the area.	IP150e +	S-LT	L
	IP152 ++		IP152 ++	S-LT	L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP150b O	IP150b is allocated for open space and would therefore not have a discernible impact on this Objective. IP150c, IP150d, IP150e and IP152 are within 500m of multiple bus stops and approximately 3km south of Derby Road Railway Station. Access via foot, cycle and the strategic road network is very good.	IP150b O	N/A	M
	IP150c ++	The sites are in proximity to services, amenities, jobs and open spaces. The sites are generally accessible for pedestrians, cyclists and users of the strategic road network. The feasibility of Park and Ride at IP152 would be expected to improve accessibility to Ipswich centre.	IP150c ++	S-LT	M
	IP150d ++	The new policy requires high-quality pedestrian and cycle access to support the services and facilities at the site and beyond. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points.	IP150d ++	S-LT	L
	IP150e ++	Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	IP150e ++	S-LT	L
	IP152 ++	Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	IP152 ++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP150b O	IP150b is allocated for open space and would therefore not have a discernible impact on this Objective.	IP150b O	N/A	L
	IP150c +	Sites IP150c, IP150d, IP150e and IP152 are in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	IP150c ++	S-LT	M
	IP150d +	Criteria xvii) within the new policy ensures access to superfast broadband will be provided at the development.	IP150d ++	N/A	M
	IP150e +		IP150e ++	N/A	M
	IP152 +		IP152 ++	S-LT	L

3.2.9 New Policy: Felixstowe Road (IP010)

New Policy: Felixstowe Road sets out requirements for the allocation IP010, which was previously assessed as sites IP010a and IP010b in the Regulation 19 SA Report. The two sites are now considered together to better address the coordination of the delivery of the proposed pedestrian/cycle bridge. Other changes include an increase in the area of the Rose Hill Primary School extension from 0.5ha to 0.8ha. As a result of this, the proposed number of dwellings has not changed, but the density of these dwellings has increased slightly.

New Policy: Felixstowe Road (IP010)

Land is allocated (5ha) for mixed residential and employment uses and a primary school extension as identified on the Policies Map at Felixstowe Road (IP010).

New Policy: Felixstowe Road (IP010)

The primary use is residential with an indicative capacity of 137 dwellings at medium density on around 60% of the site.

The secondary uses include the retention of some existing employment uses which are compatible with residential use and is 0.8ha of land for an extension to Rose Hill primary school in the north-western part of the site.

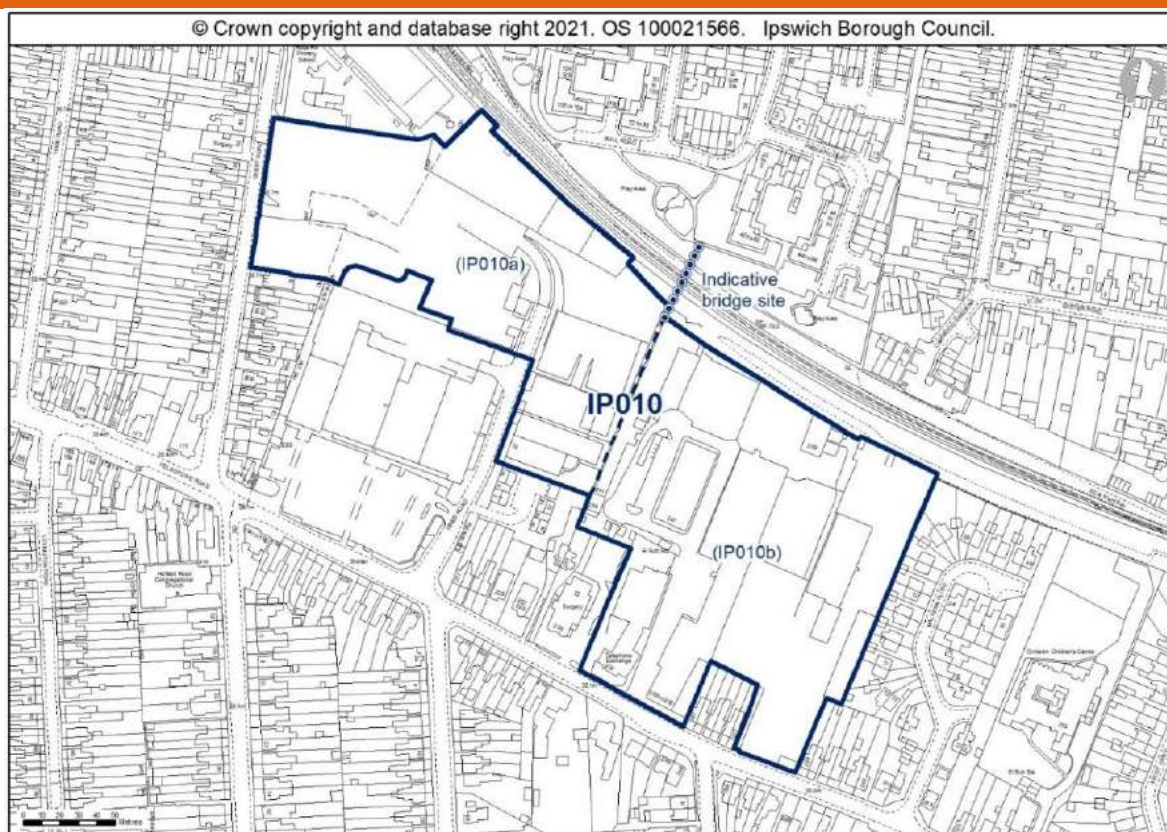
Land should be reserved as part of the development to facilitate development of a cycle and pedestrian bridge to link the District Centre with the housing to the north of the railway.

Any development proposal will be expected to accord with the following criteria:

- a) A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- b) A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;
- c) A noise assessment will be required in accordance with Policy DM18;
- d) An ecological survey including flora, reptiles, bats and badgers will be required prior to any vegetation clearance, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- e) The design and layout should support the wildlife corridor function of the railway in accordance with Policy DM10;
- f) An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;
- g) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- h) Access to the residential portion of the site will need to consider the needs of existing commercial units;
- i) The proposed extension to Rose Hill Primary School should reflect the distinctive character of the existing school buildings onto Derby Road;
- j) The residential development should respect the established grid layout of the Rosehill area, and follow the perimeter block form with active frontages facing the streets, employing architectural details to create pockets of distinguishable housing to ensure the design of the new development is high quality and distinctive;
- k) Parking should be incorporated into the design proposals to encourage the public realm to contribute positively to the character and experience of the development at the allocation site;
- l) Development of the site should consider the enhancement of pedestrian links to the school avoiding main roads in the interests of highway safety;
- m) Works to the TPO trees may be required and therefore an application for works will be necessary. These trees will require protection during construction in accordance with Policy DM9;
- n) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- o) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- p) Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD. Applicants should demonstrate how they have taken account of the guidance in the California Area Ipswich Urban Characterisation Study SPD.

New Policy: Felixstowe Road (IP010)



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The proposed development at the site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. The site is also allocated for employment and schools use, further providing local residents with access to key services.	+	S-LT	L
2	To meet the housing requirements of the whole community	+	IP010 would deliver 137 dwellings. Policy CS12 will apply regarding affordable housing.	+	S-LT	L
3	To improve the health of the population overall and reduce health inequalities	++	The site would be no more than 1.5km from Ipswich Hospital. IP010 would be opposite Felixstowe Medical Centre. Sports facilities would be retained or replaced. The site would have good access to green and open spaces at Racecourse Recreation Ground and St Clements Golf Club. The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. The new policy seeks to ensure pedestrian links to the nearby schools are enhanced and safety on nearby footpaths are improved. The development also includes the development of a pedestrian and cycle bridge to link the district centre with housing to the north of the railway. This would help encourage active travel and improve the health of residents. The requirements set out in the policy relating to noise and other environmental aspects would be likely to contribute to improved health and wellbeing to some extent.	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.			
4 <i>To improve the quality of where people live and work</i>	-	<p>The site would situate new residents adjacent to the A1156, which would be expected to be a source of noise, air and light pollution. The site is adjacent to the railway line which would also be expected to be a source of noise and light pollution. A noise assessment is required under the policy which would be likely to help mitigate some of the noise impacts associated with the railway line and nearby road. The policy also seeks to deliver biodiversity enhancements. Increased vegetation could help reduce noise, air and light pollution from transport sources and have benefits in relation to amenity. Further, the requirement for a mix of uses on the site could help to improve quality of life, through the creation of a vibrant place.</p> <p>Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy.</p> <p>DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.</p> <p><i>New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i></p>	+	S-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	++	The proposed development includes an extension to the Rose Hill Primary School, increasing the number of spaces available for local residents.	++	S-LT	M
6 <i>To conserve and enhance water quality and resource</i>	-	<p>No waterways are within or adjacent to the site. The site is more than 100m from a waterway. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption, leading to negative effects. The policy requires a surface water management strategy to be prepared, which would be likely to help guide the effective incorporation of SUDS on site, which could lead to an overall benefit in the long term.</p> <p>Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.</p>	+	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	-	<p>The proposed development at the location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. IP010 is also on the doorstep of a district centre and so traffic movements from residents here are likely to be very limited. A transport assessment and travel plan is required under criteria g) of the new policy. In addition, the development of the proposed pedestrian and cycle bridge would help to encourage active travel and reduce the number of journeys carried out by private vehicle. These factors would help to reduce transport-associated air pollution.</p> <p>Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.</p> <p>Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.</p> <p>Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.</p>	+	S-LT	L
8 <i>To conserve and enhance soil and mineral resources</i>	++	<p>IP010 is a brownfield site and would constitute an efficient use of land and potentially an opportunity to remediate contaminated land. A contaminated land assessment is required under the new policy.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.</p> <p>Policy DM18 would also apply with respect to contaminated land.</p>	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at the location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are limited. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	M
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport. A transport assessment and travel plan is required under criteria g) of the new policy. In addition, the development of the proposed pedestrian and cycle bridge would help to encourage active travel and reduce the number of journeys carried out by private vehicle. These factors would help to reduce transport-associated greenhouse gas emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	-	The site is in Flood Zone 1. IP010 has small areas of land at a medium risk of surface water flooding. Criteria a) of the new policy requires a Flood Risk Assessment and surface water management strategy which would help to guide the effective incorporation of SUDS and reduce flood risk on site and in surrounding areas. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	O	The site would be unlikely to have a discernible impact on biodiversity, as no designated biodiversity assets are located in close proximity. Criteria n) of the new policy states that <i>"mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS"</i> . The policy also requires an ecological survey to be carried out and the development must be in accordance with Policy DM8. Therefore, some minor biodiversity enhancements would be likely on site. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	200m west of IP010 is the Grade II Listed Building Church of St Bartholomew. Given the lay of the land and the existing presence of built form between IP010 and the church, effects on the setting of this sensitive heritage asset would not be expected. Criteria f) of the new policy requires an archaeological assessment to be carried out which would help to identified any previously unidentified archaeological features. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	N/A	L
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	IP010 is a brownfield site and the proposed development here may help to enhance the Site's contribution to the local character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site is proposed for mixed use development including employment uses and would therefore help to make a positive contribution towards sustainable economic growth. The site is also located in proximity to a range of existing employment opportunities.	++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	Site IP010 would provide new employment land relatively close and accessible to central areas of the Borough. The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. A mix of uses, including active frontages, could help to create a sense of place and vibrancy.	++	S-LT	L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station within several meters. The site is highly accessible for pedestrians and cyclists as well as via the strategic road network. The proximity of the site to facilities, services and amenities is likely to help encourage high rates of walking and cycling and to facilitate efficient movement. Land reserved for a pedestrian and cycle bridge over the railway to link the District Centre with housing areas to the north would help to enhance accessibility via walking and cycling for residents to key areas. The development of the proposed pedestrian and cycle bridge would help to encourage active travel and reduce the number of journeys carried out by private vehicle. A transport assessment and travel plan are required under criteria g) of the new policy. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which could cater to the needs of a large portion of residents. Criteria p) of the new policy seeks to provide access to superfast broadband on site.	++	S-LT	L

3.2.10 New Policy: Land Opposite 674-734 Bramford Road (IP029)

This new policy sets out the requirements for the proposed development at site IP029. The site was assessed in the Regulation 19 SA Report.

New Policy: Land Opposite 674-734 Bramford Road (IP029)

Land is allocated (2.26ha) for mixed employment and public open space uses and a possible link road joining Bramford Road and Europa Way, subject to impact testing, as identified on the Policies Map on land opposite 674-734 Bramford Road (IP029).

The primary use is employment uses in Use Classes E(g)(iii), B2 or B8 and appropriate employment-generating sui-generis uses as defined through Policy DM33 on around 45% of the site.

The secondary use is public open space.

The site offers the potential to provide a link road between Bramford Road and Europa Way. The impacts of such a link are currently being investigated by the Highway Authority. Should the site come forward for development in advance of the outcome being known, the layout should not prejudice the provision of the road.

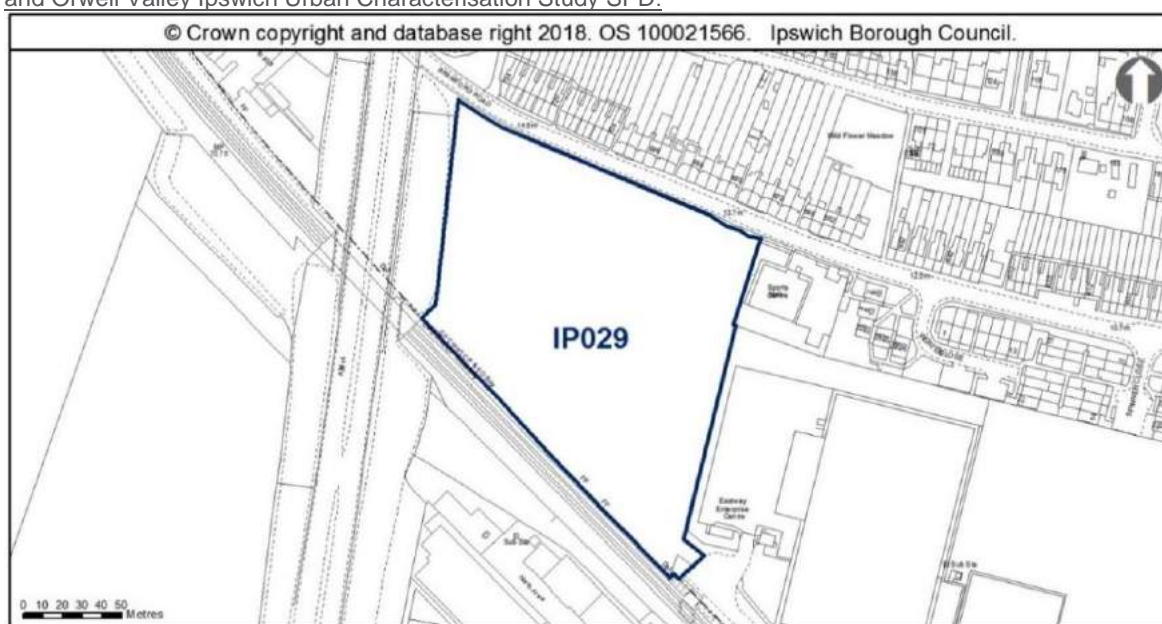
Any development proposal will be expected to accord with the following criteria:

- A site wide surface water management strategy is required in accordance with Policy DM4;

New Policy: Land Opposite 674-734 Bramford Road (IP029)

- b) Ecological surveys will be required prior to any vegetation clearance, in particular for plants, reptiles, bats, badgers and breeding birds, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- c) Consideration should be given to the likely impact of vegetation clearance upon hedgehogs and new development should retain as much of the existing habitat as possible through integrating it within a landscaping scheme, in particular the hedgerows along the boundaries;
- d) Bridleway 12 is recorded along the site’s western edge; bridleway links are required at the route’s northern end to a) connect to the urban footpath leading to Morgan Drive; and b) eastwards to link to Bramford Lane;
- e) Design and layout of the scheme will need to consider the implications of the adjacent railway line and A14 including potential noise in accordance with Policy DM18;
- f) An archaeological assessment is required and any necessary mitigation measures in accordance with Policy DM14;
- g) A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- h) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22; and
- i) A site wide surface water management strategy is required in accordance with Policy DM4.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD. Applicants should demonstrate how they have taken account of the guidance for the Gipping and Orwell Valley Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	IP029 would provide new employment opportunities that can help to combat local rates of unemployment.	+	S-LT	L
2 <i>To meet the housing requirements of the whole community</i>	0	IP029 is allocated for employment uses and would be unlikely to have a discernible impact on housing.	0	N/A	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3 <i>To improve the health of the population overall and reduce health inequalities</i>	+	IP029 would provide new employment opportunities that could be beneficial to local people's mental wellbeing. The site is allocated as open space which would provide space for physical exercise and natural environments to benefit mental wellbeing. The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. The nearest hospital, Ipswich, is 6km east. The policy requires development to consider bridleway links which would help to improve links to surrounding communities and places and work. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 requires the preparation of a travel plan and transport assessment is a site is in proximity to an AQMA. An air quality assessment will also be required.	+	S-LT	L
4 <i>To improve the quality of where people live and work</i>	+	IP029 is partially allocated for open space, which would be likely to provide a high-quality work environment for employees here.	+	S-LT	L
5 <i>To improve levels of education and skills in the population overall</i>	+	IP029 would allow for new employment that offers skills learning opportunities.	+	S-LT	L
6 <i>To conserve and enhance water quality and resource</i>	-	IP029 does not coincide with, is not adjacent to and is not within 100m of a waterbody. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A surface water management strategy is required for the site under criteria i) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	-	The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated air pollution. In addition, the policy seeks to provide bridleway links, providing more opportunities for active travel rather than private vehicle use. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	+	S-LT	L
8 <i>To conserve and enhance soil and mineral resources</i>	-	The site is greenfield. The proposed development would result in the permanent loss of ecologically valuable soils. This soil is not BMV. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	-	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. In addition, the policy seeks to provide bridleway links, providing more opportunities for active travel rather than private vehicle use. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	The majority of the site is in Flood Zone 1, although a small area in the south east corner of IP029 is at a high risk of surface water flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	The site would not be expected to have a discernible impact on a designated biodiversity asset. The site is greenfield, containing existing structures that could potentially support protected species. The proposed development in each location would reduce habitat connectivity in the local area. The proposed development should aim to retain as much of the existing vegetation as possible in order to maintain biodiversity. Criteria b) in the new policy requires ecological surveys prior to the commencement of works and the development must be in accordance with Policy DM8. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	The proposed development would be unlikely to have a discernible impact on the historic environment. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets.	+	N/A	L
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	-	The site would situate new development into an existing area of built form. However, it would result in the loss of greenfield land that makes a positive contribution to the local character, therefore an adverse effect on local character can therefore not be ruled out. The provision of open space would help to minimise adverse impacts at this site. The policy seeks to ensure the design and layout of the development considers the adjacent railway. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	-	S-LT	M
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	IP029 would provide new employment opportunities for local people in a highly accessible location.	++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. IP029 would provide new space for businesses and enterprises that could make a positive contribution to the vitality of the local area.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 3km south east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. The policy also proposes the development of bridleway links, improving accessibility in the area. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	+	S-LT	L

3.2.11 New Policy: King George V Playing Field, Old Norwich Road (IP032)

New Policy: King George V Playing Field, Old Norwich Road focuses on the development requirements of site IP032. This site was assessed as part of the Regulation 19 SA Report.

New Policy King George V Playing Field, Old Norwich Road (IP032)

Land is allocated (3.74ha) for mixed residential and public open space development as identified on the Policies Map at King George V Playing Field, Old Norwich Road (IP032).

The primary use is residential with an indicative capacity of 99 dwellings at low density on around 80% of the site.

The secondary use is public open space.

The development of the site is conditional upon the prior provision of replacement playing fields and ancillary facilities, such as changing rooms and spectator accommodation, of equivalent or better quality and quantity and with better accessibility and management arrangements, in a suitable location in accordance with Policy DM5.

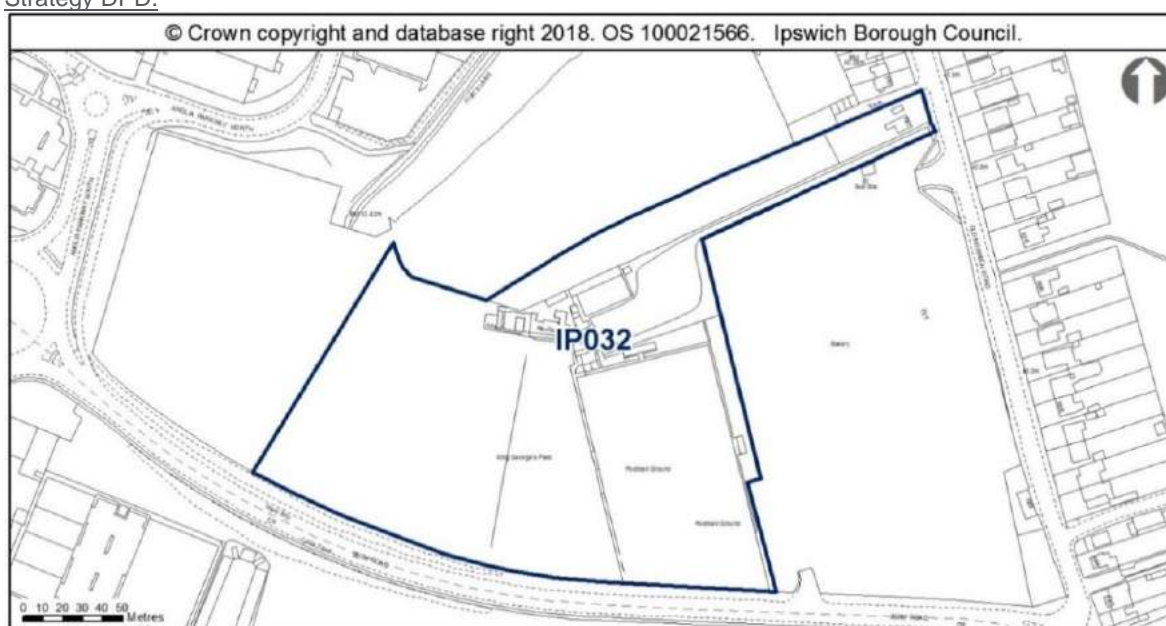
Any development proposal will be expected to accord with the following criteria:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;
- A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;
- An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;
- In respect of water supply and waste water treatment, infrastructure and / or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required;
- A noise assessment will be required in accordance with Policy DM18;

New Policy King George V Playing Field, Old Norwich Road (IP032)

- g) The design of the residential development at the allocation site should respond positively to the architectural approach of the Castle Hill, Whitehouse and Whitton urban character area;
- h) The development should make a positive architectural statement when first entering the borough including through a well detailed boundary treatment to Bury Road;
- i) Ecological surveys including for reptiles will be required prior to any removal of vegetation, and mitigation where appropriate;
- j) Development should retain as much of the higher value existing habitat as possible and integrate it within a landscaping scheme, to deliver locally accessible natural greenspace. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- k) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- l) An Air Quality Assessment will be required in accordance with Policy DM3;
- m) Works to the TPO trees may be required and therefore an application for works will be necessary. These trees will require protection during construction in accordance with Policy DM9;
- n) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- o) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- p) Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 To reduce poverty and social exclusion	+	The proposed development at IP032 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
2	<i>To meet the housing requirements of the whole community</i>	+	IP032 would deliver 99 dwellings. Policy CS12 will apply regarding affordable housing.	+	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. Ipswich Hospital is just over 6km east. Access to green and open spaces, and a diverse range of natural habitats, is excellent for each site. IP032 would result in the loss of playing fields, although the policy states that development would only be supported if there is the prior provision of replacement playing fields and ancillary facilities. Part of the site is designated for public open space, which would provide space for physical exercise and natural environments to benefit mental wellbeing. The policy requires ecology surveys to be carried out and where possible, existing habitat to be retained. This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. The requirements set out in the policy relating to noise and air quality assessments would be likely to contribute to improved health and wellbeing to some extent. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	L
4	<i>To improve the quality of where people live and work</i>	-	IP032 is opposite a retail park which could be a minor source of air, noise or light pollution, particularly during any construction works. The policy requires air quality and noise assessments to be prepared which could help reduce the adverse effects on development. The policy also seeks to biodiversity enhancements on site through Policy DM8. The open space allocated within IP032 should help to screen residents from sources of noise and light pollution and should be laid out in a manner that helps to filter out air pollutants. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S-LT	L
5	<i>To improve levels of education and skills in the population overall</i>	++	IP032 is 1km north of Westbourne Academy and 1km north of Whitehouse Community Primary School. The policy requires contributions to be made to education and early years provision.	++	N/A	L
6	<i>To conserve and enhance water quality and resource</i>	-	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site does not coincide with, is adjacent to or is within 100m of a water body. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7	<i>To maintain and where possible improve air quality</i>	-	The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of travel plan under section k), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	-	Residential development at IP032 would result in the loss of greenfield that contain ecologically valuable soils (this soil is not BMV). Approximately 20% of the site is proposed for open space, which would not result in the loss of soil. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	-	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development at the site would be expected to result in a net increase in GHG emissions, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	The majority of the site is in Flood Zone 1. An area in the western portion of IP032 is at a high risk of surface water flooding. It is unknown if this would fall within the open space element of the site. A site-specific Flood Risk Assessment is required under criteria a). The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	The site would not be expected to have a discernible impact on a designated biodiversity asset. IP032 is greenfield that could potentially be supporting protected species given the presence of existing structures. Development at this location would be required to retain as much of the high value existing habitat as possible to deliver biodiversity enhancement. The policy states: <i>“mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”</i> . The policy also requires an ecological survey to be carried out and the development must be in accordance with Policy DM8. Therefore, some biodiversity enhancements would be likely on site despite the loss of greenfield. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	The site is adjacent to an Ipswich Conservation Area, within which are six Grade II Listed Buildings. 250m south of IP032 is another Grade II Listed Building. A Heritage Impact Assessment would be required, which would help to prevent the development having an adverse effect on the setting of the Conservation Area and nearby Listed Buildings. An archaeological assessment will be required for the site under criteria d) of the new policy, which would help to identify previously unidentified heritage assets. In addition, the policy requires development to make "a positive architectural statement" and respond to the existing urban character. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	L
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	Development at the greenfield site of IP032 would result in the loss of greenfield that makes a positive contribution to the local character, although a proportion of the site will be retained as open space. Criteria g) and h) of the policy requires development to be designed to make "a positive architectural statement" and respond to the existing urban character. The policy also seeks to retain existing habit where possible and result in biodiversity enhancements, which would be likely to have some benefits to the local landscape character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	IP032 would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S-LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich.	+	S-LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is within 500m of multiple bus stops. The nearest Railway Station is Westerfield, just over 3km east. IP032 is highly accessible for pedestrians and cyclists, as well as users of the strategic road network. The proximity of the site to jobs, homes, services, amenities and central areas would enable high rates of walking, cycling and relatively efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria p) within the new policy ensures access to superfast broadband will be provided at the development.	++	S-LT	L

3.2.12 New Policy: Land at Bramford Road (Stocks site) (IP033)

This new policy sets out the development requirements for site IP033. The site was assessed in the Regulation 19 SA Report. Detail of the site requirements have been amended to specify that open space should be directed to the southern part of the site.

New Policy Land at Bramford Road (Stocks site) (IP033)

Land is allocated (2.03ha) for mixed residential and public open space uses as identified on the Policies Map on land at Bramford Road (Stocks site) (IP033).

The primary use is residential with an indicative capacity of 55 dwellings at medium density on around 50% of the site.

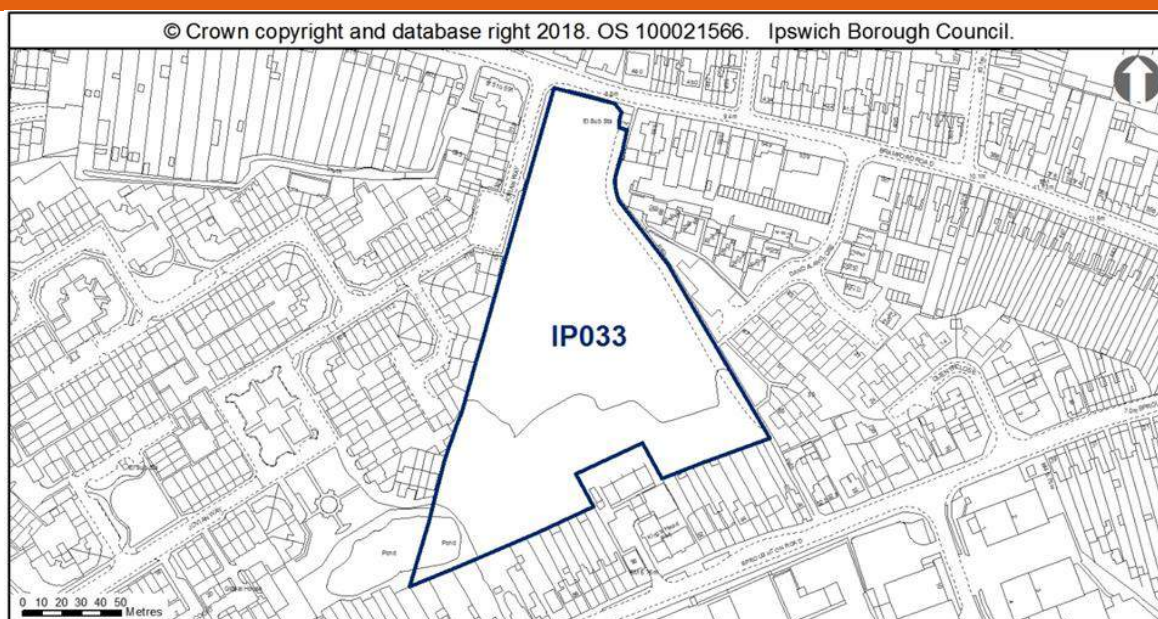
The secondary use is public open space which should be planned on the southern part of the site.

Any development proposal will be expected to accord with the following criteria:

- a) A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- b) A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;
- c) An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;
- d) An ecological (including breeding birds, great crested newt, bats and badgers) and reptile survey will be required prior to any vegetation clearance and mitigation where appropriate in accordance with Policy DM8;
- e) Development should retain a thick, scrubby buffer around the pond. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- f) A transport assessment and travel plan will be required and access visibility and junction spacing along Bramford Road will need to be considered in accordance with Policies DM21 and DM22;
- g) Proposals should provide active and engaging frontages onto Bramford Road and Jovian Way, with a layout and design bespoke to the shape of the site;
- h) The layout should ensure that there are links from the site to the existing footpath links bounding the site;
- i) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- j) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- k) Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.

New Policy Land at Bramford Road (Stocks site) (IP033)



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	IP033 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	+	S- LT	L
2	To meet the housing requirements of the whole community	+	IP033 would deliver 55 dwellings. Policy CS12 will apply regarding affordable housing.	+	S- LT	L
3	To improve the health of the population overall and reduce health inequalities	+	The proximity to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. Approximately 50% of the site is allocated for open space, which would provide space for physical exercise and natural environments to benefit mental wellbeing. The site is somewhat distant from a GP surgery, the nearest being Norwich Road Surgery and The Chesterfield Drive Surgery, 1km east of IP033. The nearest hospital, Ipswich, is 6km east. IP033 would provide new residents with excellent access to open space, a diverse range of natural habitats and the countryside. Criteria h) in the new policy ensures the connection of existing footpaths to the site, improving links to surrounding community and places. The policy also seeks to retain existing habitats and for development to result in biodiversity enhancement, with likely benefits to wellbeing. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	S- LT	L
4	To improve the quality of where people live and work	-	IP033 would help to situate new residents adjacent to the B1067. The B1067 would be likely to be a source of noise, air and light pollution. The policy does require the development to retain "a thick, scrubby buffer around the pond". This could help reduce air, noise and light pollution. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	-	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
5	To improve levels of education and skills in the population overall	++	IP033 is just under 1km south of Westbourne Academy and just under 1km south of Whitehouse Community Primary School. The policy requires contributions to be made to education and early years provision.	++	S-LT	L
6	To conserve and enhance water quality and resource	--	A small pond is adjacent to the south western perimeter of IP033. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff, leading to some positive effects. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7	To maintain and where possible improve air quality	-	The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated air pollution. In addition, the policy seeks to connect the site to existing footpaths, providing more opportunity for active travel. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	+	S-LT	L
8	To conserve and enhance soil and mineral resources	-	The site is greenfield. The proposed development would result in the permanent loss of ecologically valuable soils. This soil is not BMV. Approximately 50% of the site is proposed for open space, which would not result in the loss of soil. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	-	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and operation of the proposed development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. In addition, the policy seeks to connect the site to existing footpaths, providing more opportunity for active travel rather than private vehicle use. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
11	<i>Reduce vulnerability to climatic events and flooding</i>	-	The majority of the site is in Flood Zone 1. A small area in the south west corner of IP033, is at a high risk of surface water flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. The policy also requires a site-specific Flood Risk Assessment.	+	S-LT	M
12	<i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	+	The site would not be expected to have a discernible impact on a designated biodiversity asset. The site is greenfield, containing existing structures that could potentially support protected species. The proposed development would reduce habitat connectivity in the local area. Criteria n) of the new policy states that "mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS". Criteria d) also requires an ecological survey to be carried out and criteria e) requires the retention of a buffer around the pond and the development to be in accordance with Policy DM8. Therefore, some biodiversity enhancements would be likely on site despite the loss of greenfield. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	The proposed development would be unlikely to have a discernible impact on the historic environment. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets.	+	N/A	L
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	-	The site would situate new development into an existing area of built form. However, development would each result in the loss of greenfield that make a positive contribution to the local character, although approximately half of the site will be retained as open space. Criteria g) of the new policy requires engaging frontages onto Bramford Road and Jovian Way with a bespoke layout, which would help to ensure the development is consistent with the surrounding townscape. The policy also seeks to retain some habitat on site and result in biodiversity enhancements, which could potentially help screen the development have benefits to the local landscape character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	IP033 would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich.	+	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 3km south east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The new policy requires a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved cycle routes. The policy also	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
access to services.		proposes the development of pedestrian footpath links, improving accessibility in the area. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.			
19 To ensure that the digital infrastructure available meets the needs of current and future generations	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria k) of the new policy requires the provision of access to superfast broadband in accordance with Policy DM34.	++	S-LT	L

3.2.13 New Policy: Former School Site, Lavenham Road (IP061)

This new policy focuses on site IP061, which was assessed in the Regulation 19 SA Report. Reference to the Open Space SPD 2017 has been added into the Reasoned Justification.

New Policy Former School Site, Lavenham Road (IP061)

Land is allocated (0.9ha) for mixed residential and open space uses as identified on the Policies Map on the Former School Site, Lavenham Road (IP061).

The primary use is residential with an indicative capacity of 23 dwellings at medium density on around 60% of the site.

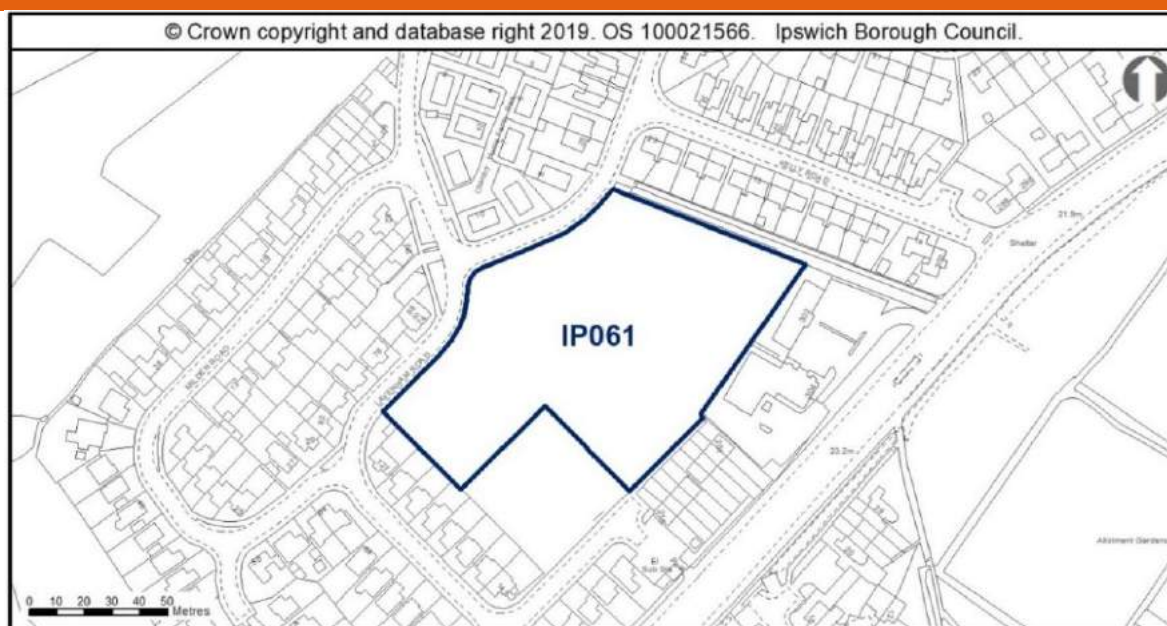
The secondary use is public open space.

Any development proposal will be expected to accord with the following criteria:

- a. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;
- b. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;
- c. A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;
- d. New development should retain and enhance as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the hedgerow and mature tree along the northern boundary;
- e. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- g. The proposed development should respect the scale and layout of existing residential development around Lavenham Road, and address the topographical changes across the allocation site to provide a distinctive development;
- h. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- i. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.

New Policy Former School Site, Lavenham Road (IP061)



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The proposed development at would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	+	S-LT	L
2 <i>To meet the housing requirements of the whole community</i>	+	IP061 would deliver 23 dwellings. Policy CS12 will apply regarding affordable housing.	+	S-LT	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	+	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. The nearest doctor's surgery is Hawthorn Drive Surgery, 1km south. IP061 would situate new residents in proximity to green and open spaces, including Chantry Park a few metres south and the countryside just beyond. Approximately 40% of the site is allocated as open space, which would provide space for physical exercise and natural environments to benefit mental wellbeing. The requirement for biodiversity net gain would also be expected to increase the provision of a diverse range of natural habitats, having benefits to wellbeing. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	+	S-LT	L
4 <i>To improve the quality of where people live and work</i>	-	IP061 would situate new residents within a few metres of the A1214, which would be likely to be a source of noise, air and light pollution. The provision of open space within the site would likely provide some degree of screening of light and noise pollution for the residents. Biodiversity net gain, as required under the policy, would help achieve an increase in vegetation on site which could be designed to filter out air pollutants and screen light and noise pollution from the road. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain. <i>Development should be situated as far back from the A1214 as possible.</i>	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
5	<i>To improve levels of education and skills in the population overall</i>	++	500m east of IP061 is Raneleigh Primary School. The site is within 2km of Chantry Academy. The policy requires contributions to be made to education and early years provision	++	S-LT	L
6	<i>To conserve and enhance water quality and resource</i>	-	IP061 does not coincide with, is not adjacent to, and is not within 100m of a water body. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S-LT	M
7	<i>To maintain and where possible improve air quality</i>	-	The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated air pollution. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	+	S-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	-	IP061 is a greenfield site and would result in the permanent loss of ecologically valuable soils. These soils are not BMV. Approximately 40% of the site is proposed for open space, which would not result in the loss of soil. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	-	S-LT	L
9	<i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport associated GHG emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	L
11	<i>Reduce vulnerability to climatic events and flooding</i>	+	IP061 is in Flood Zone 1 and is not at risk of surface water flooding. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S-LT	L
12	<i>Safeguard the integrity of the</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>coast and estuaries</i>					
13	<i>To conserve and enhance biodiversity and geodiversity</i>	-	<p>IP061 is within 50m of this wildlife site. Development at IP061 would result in the loss of a greenfield site, which contains existing structures – it could therefore reduce local habitat connectivity whilst potentially affecting priority species. The proposed development should aim to retain as much of the existing vegetation as possible in order to maintain biodiversity. Criteria d) and e) in the new policy require the development to be in accordance with Policy DM8 and the retention of existing habitat, to be integrated within the landscaping. Overall, biodiversity net gain is required. Approximately 40% of the site is proposed as open space, which could help to reduce the amount of greenfield land lost and reduce recreational impact of the proposed development on the nearby wildlife site. Policy DM8 would apply to any new development which requires biodiversity net gain.</p> <p>Policy DM12 requires green roofs to be considered in new developments.</p>	+	S-LT	L
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	--	<p>Adjacent to the eastern perimeter of IP061 is the Grade II Listed Building Crane Hall. The greenfield currently plays a major role in the setting of Crane Hall and the proposed development at IP061 would therefore be highly likely to have an adverse impact on its setting. As approximately 40% of the site is proposed for open space, this could help protect the setting of the Listed Building. A Heritage Impact Assessment is required which would help to set out measure to reduce adverse impact on this heritage asset. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets. The development is also required to be designed to respect the scale and layout of the existing development and retaining existing habitats would be expected to help minimise adverse impacts on the setting of Crane Hall.</p> <p>Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.</p>	-	S-LT	L
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	-	<p>Development at IP061 would result in the partial loss of a greenfield site and could therefore have an adverse impact on local character. Criteria g) of the new policy requires the development to respect the scale and layout of existing residential developments in the area, thereby conserving the quality of the local townscape. Approximately 40% of the site is proposed as open space, which could help reduce adverse impact on the landscape. The development is also required to result in biodiversity net gain and retain existing habitats to help ensure they make a positive contribution to the local character.</p> <p>Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.</p> <p>Policy DM18 requires light pollution to be considered in new developments.</p>	+	S-LT	L
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	<p>IP061 would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	+	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	<p>The site would situate new residents in proximity, and with good access, to central areas in Ipswich. This could help to indirectly benefit the vitality and viability of Ipswich town centre, through an increase in footfall.</p>	+	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and</i>	++	<p>The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.8km southeast. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. The</p>	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
ensure good access to services.		policy also proposes the development of bridleway links, improving accessibility in the area. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development, and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.			
19 To ensure that the digital infrastructure available meets the needs of current and future generations	+	As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria i) in the new policy ensures the provision of superfast broadband, in accordance with Policy DM34.	++	S-LT	L

3.2.14 Policy SP10: Retail Site Allocations in the IP-One Area

Policy SP10 has been amended to remove references to retail site allocations outside of the IP-One area, which is now presented in new Policy: Retail Site Allocation (outside the IP-One Area). The policy now only considers sites IP347 and IP348.

Policy SP10: Retail Site Allocations in the IP-One Area

Sites are allocated in the Central Shopping Area within the IP-One Area for retail development to meet the forecast need for comparison shopping floorspace to 2031 at:

- a) ~~New site~~ IP347 Mecca Bingo, Lloyds Avenue (650 sq m net); and
- b) ~~IP040 The former Civic Centre, Civic Drive ('Westgate') as part of a residential-led development (2,050 sq m net);~~
- c) ~~IP048b west part of Mint Quarter as part of a mixed use residential development (1,800 sq m net); and~~
- d) IP348 Units in upper Princes Street (675 sq m net).

The former British Homes Stores, Butter Market, is safeguarded to include some future A4 retail provision.

Other retail development will be included as part of mixed use development schemes at Westgate and the Mint Quarter as set out in New Policy Former Civic Centre, Civic Drive (Westgate) and New Policy The Mint Quarter.

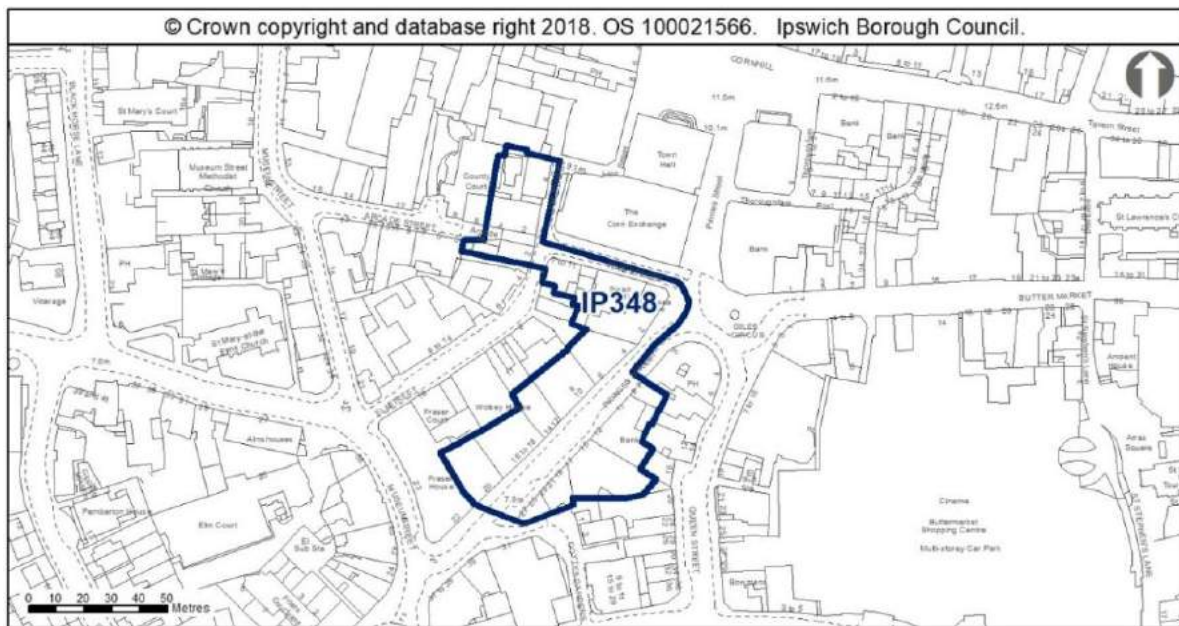
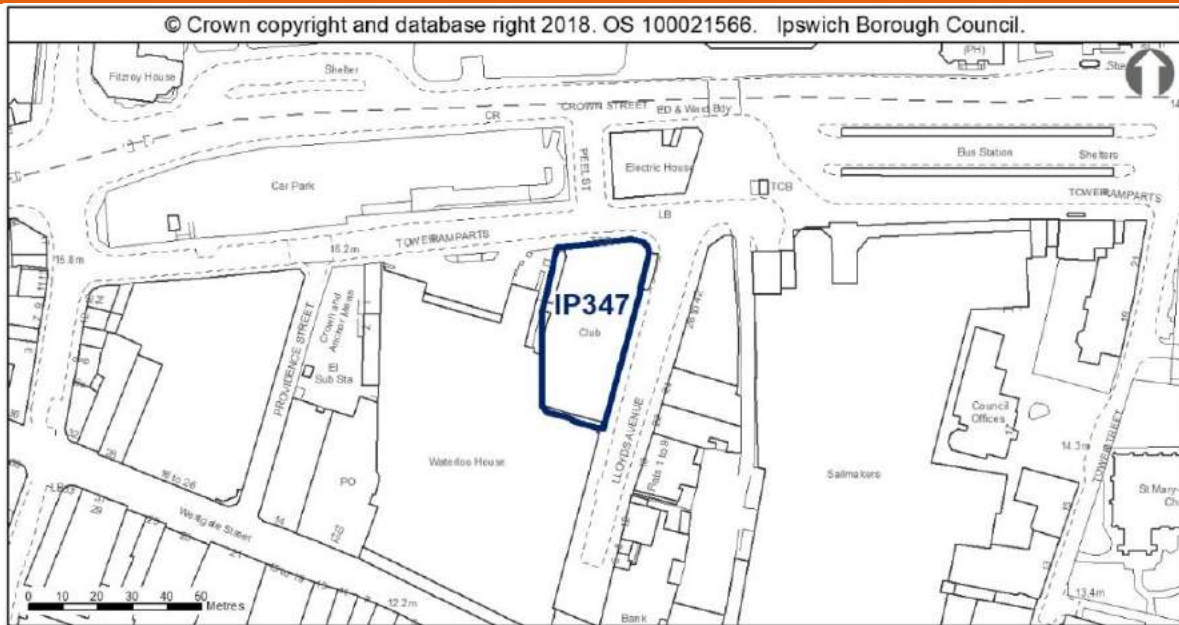
~~The Central Shopping Area is amended to extend to the south-west part way down Princes Street and contract at its western extend to exclude the former police station (site IP041) and adjacent housing.~~

~~Land is also allocated at the former Co-Op Depot, Boss Hall Road (315 sq m net), to meet the need for comparison shopping floorspace as part of the new Sproughton Road District Centre. Development will be at an appropriate scale for a district centre in accordance with CS14.~~

The allocations and the extent of the Central Shopping Area are illustrated on the ~~policies map and the IP-One Area Action Plan Inset Policies Map.~~

Any proposal will be expected to comply with the relevant development management policies contained in the Core Strategy DPD.

Policy SP10: Retail Site Allocations in the IP-One Area



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP347 +	The proposed development at each site would provide new floorspace for retail businesses. These would be in proximity to residential areas and would be likely to contribute towards reducing unemployment, regenerating brownfield sites in central areas and contributing towards a sense of community.	IP347 +	M-LT	M
		IP348 +		IP348 +	M-LT	M
2	To meet the housing requirements of the whole community	IP347 O	Each site is allocated for retail use or for retail and would be unlikely to have a discernible impact on housing.	IP347 O	N/A	L
		IP348 O		IP348 O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP347 O	Each site is allocated for retail use or for retail and would be unlikely to have a discernible impact on health.	IP347 O	N/A	L
		IP348 O		IP348 O	N/A	L
4	<i>To improve the quality of where people live and work</i>	IP347 +	Each retail site would situate new retail uses within existing retail areas. This would help to ensure it is an appropriate location that discords with, for example, a residential area. The proposed allocation of each site may be an opportunity to improve the working environment for residents in these locations. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain. Any site located adjacent to a main road should be required to be accompanied by an air quality and noise assessment.	IP347 +	S-LT	M
		IP348 +		IP348 +	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	IP347 +	The proposed retail sites could potentially provide residents of Ipswich with access to employment opportunities that teach them new skills.	IP347 +	S-MT	L
		IP348 +		IP348 +	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	IP347 O	Each site is in groundwater SPZ 3. The proposed allocation of each site would not be expected to impact on the consumption of water resources.	IP347 O	N/A	L
		IP348 O		IP348 O	N/A	L
7	<i>To maintain and where possible improve air quality</i>	IP347 -	The proposed retail allocations could potentially lead to an increase in air pollution associated with those travelling to work or shop via car, although this would be alleviated to some extent by the excellent access to public transport at these locations. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	IP347 -	M-LT	M
		IP348 -		IP348 -	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	IP347 ++	Each site is a brownfield site and is considered an efficient use of land. At each site, there could potentially also be an opportunity for the remediation of contaminated land. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	IP347 ++	S-LT	L
		IP348 ++		IP348 ++	S-LT	L
9	<i>To promote the sustainable</i>	IP347 -	The proposed development at each retail site allocated could potentially result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP347 -	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>management of waste</i>	IP348 -	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP348 -	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	IP347 -	The construction and operation of the proposed retail development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each retail site has good access to sustainable transport modes which may help to limit increase in air pollution associated with transport. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included.	IP347 -	S-LT	M
		IP348 -	Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP348 -	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	IP347 +	Each retail site is in Flood Zone 1 and not at risk of surface water flooding, other than the Units at Princes Street Site which has a small area at a medium risk of surface water flooding.	IP347 +	S-LT	L
		IP348 +	Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP348 +	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	IP347 O	The proposed retail sites would be expected to have no discernible impacts on the estuary or coast.	IP347 O	N/A	L
		IP348 O	Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	IP348 O	N/A	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	IP347 O	The proposed retail allocations would be expected to have no discernible impact on the biodiversity objective.	IP347 O	N/A	L
		IP348 O	Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	IP348 O	N/A	L
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP347 O	The proposed retail site allocations would be unlikely to have a discernible impact on the historic environment and they would be in-keeping with the existing local character. And due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local setting.	IP347 O	N/A	L
		IP348 O	Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	IP348 O	N/A	L
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP347 O	The proposed retail site allocations would be in-keeping with the existing local character. Due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local character.	IP347 O	S-LT	L
		IP348 O	Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	IP348 O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
16	Achieve sustainable levels of prosperity and growth throughout the plan area	IP347 ++	The proposed retail allocations would help to create new jobs in locations accessible for residents and would contribute towards meeting the desired jobs growth for Ipswich.	IP347 ++	S-LT	L
		IP348 ++		IP348 ++	S-LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	IP347 +	The proposed retail sites could help to provide a boost to the vitality and vibrancy of the central areas within which they are located. The proposed development is an opportunity to enhance the attractiveness of these areas to increase footfall.	IP347 +	S-LT	L
		IP348 +		IP348 +	S-LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP347 ++	Each retail site is within 500m of multiple bus stops and has relatively good access to Ipswich Railway Station. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	IP347 ++	S-LT	L
		IP348 ++		IP348 ++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP347 O	Neither of the proposed site allocations would be expected to have a discernible impact on digital infrastructure.	IP347 O	N/A	L
		IP348 O		IP348 O	N/A	L

3.2.15 IP-One Opportunity Areas – Vision

This new vision sets out the broad focus for development in the IP-One Opportunity Areas.

Vision

The broad focus for the plan in terms of development is to achieve appropriate regeneration of the central core of Ipswich (IP-One Area). These Opportunity Areas, which have potential for regeneration, are also some of the most sensitive historic and archaeological parts of the town. The Opportunity Areas are designed to reflect the historic character of each of the areas.

The Opportunity Area policies set out the acceptable mix of uses and development principles for any future development within these areas.

The vision for the IP-One Opportunity Areas seek to ensure future development achieve appropriate regeneration and reflect the historic character of each area.

IP-One Vision MM	1 – Poverty & exclusion	0
	2 - Housing	✓
	3 - Health	0
	4 – Quality of homes and work	0
	5 - Education	0
	6 - Water	0
	7 – Air quality	0
	8 – Soils and minerals	0
	9 - Waste	0
	10 – GHGs & energy	0
	11 - Flooding	0
	12 - Coast & estuaries	0
	13 – Biodiversity & neodiversity	0
	14 – Cultural heritage	✓
	15 – Landscapes & townscapes	0
	16 – Growth & prosperity	0
	17 – Town centres	✓
	18 – Transport & movement	0
	19 – Digital infrastructure	0

3.2.16 New Policy: Opportunity Area A – Island Site and surrounding area

The Island is located in the heart of the Ipswich Waterfront on land that was reclaimed when the Wet Dock was constructed over 150 years ago creating an island linked to the ‘mainland’ by a narrow connection at St Peter’s Dock. Opportunity Area A would provide development in this area.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation. This policy could help ensure those working or living on the island do not feel excluded from Ipswich.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, which could include live-work units, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access to the island for pedestrians, through provision of a “ <i>cycle/pedestrian bridge across lock gate and westward pedestrian and cycle access across the New Cut</i> ” and by outlining that any new proposals will facilitate the location of new foot/cycle bridge from New Cut to St Peter’s Wharf. This could encourage walking and cycling. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+	Small LT Reversible Low uncertainty	Potential development of this Opportunity Area would help to situate new residents and businesses away from major sources of noise, air and light pollution. The location of the Opportunity Area, being on an island surrounded by some waterfronts and the marina, may permit a high quality of life for new residents. The provision of high-quality public realm/open spaces will also improve the quality of where people work and live.
5 - To improve levels of education and skills in the population overall	○	N/A Low uncertainty.	This policy would be unlikely to have a discernible effect on education.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Potential development may result in negative impacts on the surrounding water quality. As outlined under New Policy: The Island Site (IP037), future developments would have to take account of the 10m buffer of the river corridor, and proposals will include comprehensive surface water drainage infrastructure appropriate for the scale of the developments. These measures could help to mitigate negative impacts on water quality.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. However, there is also the requirement for future developments to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street in line with the development principles. In addition, the island is located 300m south of Ipswich AQMA Area 3, and therefore future developments within Opportunity Area A may result in negative impacts on the AQMA. As outlined under New Policy: The Island Site (IP037), future developments would be required to provide an Air Quality Assessment which can reduce potential negative impacts of future development.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land as the Opportunity Area is predominantly brownfield land. There would be an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, there is also the requirement for future developments to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street in

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			line with the development principles, which would be expected to result in an increase transport-associated greenhouse gases.
11 - To reduce vulnerability to climatic events and flooding	--	Small LT Reversible Low uncertainty	The opportunity area is located within Flood Zone 3. As such, any future development would be subject to a Flood Risk Assessment. As outlined in the design principles set out in the policy any new development proposals should include measures to reduce flood risk. Due to its location in Flood Zone 3, future development under this policy could result in a major negative impact on this SA Objective.
12 - To safeguard the integrity of the coast and estuaries	-	Small LT Reversible Medium uncertainty	Potential new developments have the potential to have a negative impact on the marine environment. Opportunity Area A is located in close proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA and Ramsar Site. The construction and operation of the opportunity area could potentially have an adverse impact on the Coasts and Estuaries objective. As outlined under New Policy: The Island Site (IP037), future development proposals would be required to include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area. This would include the provision of mitigation, to ensure any negative impacts were managed.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Potential developments under this policy would have the potential to impact negatively on the biodiversity of the area. Opportunity Area A is surrounded on all sites by the River Orwell County Wildlife Site. As outlined within the policy, the provision of open space may result in some benefits to the local biodiversity, but overall, a negative effect cannot be ruled out.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	Small LT Reversible High uncertainty	Opportunity Area A is within the Wet Dock Conservation Area and an area of Archaeological importance. There are 7 Scheduled National Monuments in proximity to the opportunity area (the closest being 300m north). Additionally, there are a range of Listed Buildings located to the north of the opportunity area. This policy requires potential development to take account of heritage assets including archaeology and the Stoke and Wet Dock Conservation Areas. As outlined under New Policy: The Island Site (IP037), future developments would be required to provide a Heritage Impact Assessment that assesses any heritage issues. Future development may also include the provision for a heritage/cultural based visitor attraction which will have some benefits to the local historic environment, but an overall negative effect cannot be ruled out.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area A, could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. The policy requires future development to protect the open character, be low to medium rise, and have high-quality public space and viewing points, which would benefit the local landscape. The use of a holistic approach to development could help to improve overall cumulative benefits against this objective.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments would provide new employment opportunities to the local community. The provision of a visitor attraction would also provide a boost to shops and services in the local area.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate new residents and new jobs in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	++	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities, which will provide a direct link to St Peter's Wharf. This will make the cycling footbridge more accessible to the Waterfront than via vehicle. The requirement for vehicular access and a bridge across New Cut to link to Felaw Street would improve access in the area. The policy also requires suitable public transport provision to be incorporated to provide services between the island and the mainland.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all the allocations within the OA require the installation of super-fast broadband.

3.2.17 New Policy: Opportunity Area B – Merchant Quarter

The area between the Wet Dock and the Central Shopping Area presents an opportunity to improve the links between the regenerated Waterfront area and the centre of town. The new policy for Opportunity Area B has been included in the Plan to clearly set out areas for potential future growth within the area.

New Policy: Opportunity Area B – Merchant Quarter

Within Opportunity Area B – Merchant Quarter defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

- a) Residential (could include live work units); and,
- b) Non-residential use:
 - Offices/businesses;
 - Cafes/restaurants; and
 - Small scale retail.

Any proposal should accord with the following development principles:

- i. Layout to relate to historic street pattern;
- ii. Fine grain development of generally low rise (3 storeys) with increased scale at focal points, up to a maximum of 5 storeys, to reflect historic scale and grain. Taller buildings may be permitted in the tall building arc defined through Policy DM15;
- iii. Enhance pedestrian linkage between town centre and waterfront with upgraded public realm;
- iv. Development to address street frontages, particularly Star Lane, and if possible allow for widening on Star Lane to accommodate tree planting, cycle provision or wider footways;
- v. Development to respect and enhance setting of Listed and historic buildings;
- vi. Development to address scheduled monuments and archaeology—including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding;
- vii. Development directly affecting scheduled monuments will need to deliver demonstrable public benefit;
- viii. Replacement site for major EDF electricity sub-station; and
- ix. Layout and design to address flood risk.

Development should also take into account the requirements of New Policies Key Street/Star Lane/Burton’s for IP035, Commercial Building, Star Lane for IP043, Land between Old Cattle Market and Star Lane for IP054b, Former St Peter’s Warehouse, 4 Bridge Street for IP132, New Policy Housing Allocations in the IP-One Area for IP011a, IP011b, IP011c, IP031a and Policy SP4 Opportunity Sites in the IP One Area for IP052.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation. The policy seeks to improve access between the town centre and the waterfront for pedestrians, which could improve community connectivity.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality of residential development. Through permitting residential areas, which could include live-work units, this new policy is likely to have a positive effect on this SA Objective.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access between the town centre and the waterfront for pedestrians. This could encourage walking and cycling. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+	Small LT Reversible Low uncertainty	Opportunity Area B is located adjacent to the A1022 and partially located within AQMA Area 3, and any potential developments in this area may expose new residents/ users of local business to a source of noise, air or light pollution. However, this policy seeks to 'address street frontages, particularly Star Lane, and if possible allow for widening on Star Lane to accommodate tree planting', which would be likely to benefit the visual amenity and quality of the local area and would result in benefits in relation to this SA Objective.
5 - To improve levels of education and skills in the population overall	○	N/A Low uncertainty.	This policy would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Potential development may result in negative impacts on the surrounding water quality, as the opportunity area is located adjacent to the Marina and Neptune Quay. In addition, any new developments have the potential to increase net water consumption.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. The opportunity area is located partially within Ipswich AQMA Area 3, and therefore, future developments within Opportunity Area B may result in negative impacts on the AQMA. As outlined under New Policy: Key Street/ Star Lane/ Burton's (IP035), future developments would be required to provide an Air Quality Assessment which could reduce potential negative impacts of future development.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land (the Opportunity Area is predominantly brownfield land) and provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials are uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, new development in Opportunity Area B may result in a net increase in greenhouse gas emissions due to the potential increases in car traffic and have negative impacts on Ipswich AQMA Area 3 (as Opportunity Area B is located partially within the AQMA). It is worth noting that Opportunity Area B has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport. The policy seeks to improve access between the town centre and the waterfront for pedestrians, which could encourage active travel.
11 - To reduce vulnerability to climatic events and flooding	--	Small LT Reversible Low uncertainty	The opportunity area is located within Flood Zone 3 and has areas of land at risk of surface water flooding. As such, any future development should be subject to a Flood Risk Assessment. As outlined in the design principles set out in the policy any new development proposals should be designed and have a layout which addresses flood risk. The policy would result in a major negative impact on this SA Objective
12 - To safeguard the integrity of the coast and estuaries	-	Small LT Reversible Medium uncertainty	Potential new developments have the potential to have a negative impact on the marine environment. The River Orwell is located adjacent to Opportunity Area B. The River Orwell is hydrologically linked to the Stour and Orwell SPA and Ramsar Site. The construction and occupation of the opportunity area could potentially have an adverse impact on the Coasts and Estuaries objective.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Opportunity Area B is located directly adjacent to Neptune Marina, which is hydrologically linked to the River Orwell, Stour and Orwell SPA. The construction and occupation of potential new developments could potentially have an adverse impact on the Biodiversity Objective. The policy does seek to deliver tree planting, but this would not be expected to significantly improve biodiversity in the area.
14 - To conserve and	+	Small LT Reversible	There are numerous Listed Buildings within Opportunity Area B, which also includes parts of both the Wet Dock and Central Conservation Areas. The site of Wolsey's

SA Objective	Score	Scale, permanence & uncertainty	Commentary
where appropriate enhance areas and assets of historical and archaeological importance		High uncertainty	College is also within this Opportunity Area, including Wolsey's Gate which is Grade I Listed. This policy requires potential development to take account of heritage assets including Conservation Areas. For example, as outlined under the policy's development principles " <i>development directly affecting scheduled monuments will need to deliver demonstrable public benefit</i> ", which would result in which would result in benefits in relation to the historic environment. However, there is the potential for negative effects on heritage assets if future developments did not take into account the sensitivity of the surrounding area.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area B could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. The policy requires future development to protect the open character, be low rise, and have high-quality public space and viewing points, which would benefit the local landscape.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments would provide new employment opportunities in the hospitality and retail sectors to the local community.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate new residents and new jobs in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to " <i>allow for widening on Star Lane to accommodate tree planting, cycle provision or wider footways</i> " which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.18 New Policy: Opportunity Area C – Mint Quarter and surrounding area

The 'Mint Quarter' is the name which has been applied to the proposed area for redevelopment located within the block bounded by Carr Street, Upper Brook Street, Tacket Street/Orwell Place and Upper Orwell Street. The new policy on Opportunity Area C has been included in the Plan to clearly set out areas for potential future growth within the area.

New Policy: Opportunity Area C – Mint Quarter and surrounding area

Within Opportunity Area C – Mint Quarter and surrounding area defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

- a) Residential;
- b) Shoppers short stay car parking (multi storey);
- c) Public open space;

New Policy: Opportunity Area C – Mint Quarter and surrounding area

- d) Café/restaurant uses;
- e) Some retail on site IP048b; and,
- f) School.

Any proposal should accord with the following development principles:

- i. Improved pedestrian connection with new urban space;
- ii. Enhanced pedestrian permeability east-west and north-south across the area;
- iii. Layout to promote active frontages at ground floor level;
- iv. Development to preserve and enhance setting of Listed and historic buildings;
- v. Development to address scheduled monuments and archaeology (much of the Mint Quarter site is a scheduled monument) including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding;
- vi. Development directly affecting scheduled monuments will need to deliver demonstrable public benefit;
- vii. Development to provide appropriate building scale to historic street frontages and the character of the Conservation Areas;
- viii. Enhancement of linkage to Regent Theatre through public realm improvements;
- ix. Provision of major new landscaped public space at focus of scheme; and
- x. Scheme to promote regeneration of Upper Orwell Street including environmental enhancements.

Development should also take into account the requirements of New Policy Mint Quarter for IP048a and IP048b.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access for pedestrians, through the provision (within the development principles of the policy) of “ <i>improved pedestrian connection with new urban space</i> ” and “ <i>enhanced pedestrian permeability east-west and north-south across the area</i> ”. This could encourage walking and cycling. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel. In addition, any new potential development would include new open space, which would have a positive effect on this SA Objective.
4 - To improve the quality of where people live and work	+/-	Small LT Reversible Low uncertainty	Opportunity Area C is in Ipswich Town Centre and is within the vicinity of the A1071 and is therefore likely to expose new residents/ users of local business to a major source of noise, air or light pollution. In addition, sections of Opportunity Area C are located directly within Ipswich AQMA Area 2 and Ipswich AQMA Area 3, and any future developments may make achieving air quality improvement targets at the AQMA more difficult. However, positive effects on improving quality of life could be predicted against this objective, as the policy seeks to create a sense of place through several measures which could enhance the public realm, building quality and pedestrian permeability and interaction.
5 - To improve levels of education and skills in the population overall	++	Small LT Reversible Low uncertainty.	As outlined within the policy, future developments within Opportunity Area C would include a school (site IP048d). In addition, creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Potential development within Opportunity Area C has the potential to increase net water consumption. This policy overall has a negative effect on this SA Objective.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via private vehicles, and subsequently, reduce transport-associated air pollution. The opportunity area is located partially within Ipswich AQMA Area 2 and Ipswich AQMA Area 3, therefore and future developments within Opportunity Area C may result in negative impacts on these AQMA's. In addition, as outlined with the policy, Opportunity Area C would allow for a "shoppers short stay car parking (multi storey)" which may encourage more car movements, having an overall negative effect on air pollution. Green infrastructure should be incorporated into future developments as much as possible, in a manner that best helps to filter out air pollutants.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land as the Opportunity Area is predominantly brownfield land, and would provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, new development in Opportunity Area C may result in a net increase in air pollution due to the potential increases in car traffic, especially due the provision of a new "shoppers short stay car parking (multi storey)". Overall, this policy may have a negative effect on this SA Objective. It is worth noting that Opportunity Area C has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.
11 - To reduce vulnerability to climatic events and flooding	+	Small LT Reversible Low uncertainty	Opportunity Area C is located within Flood Zone 1 and is not at risk of surface water flooding.
12 - To safeguard the integrity of the coast and estuaries	○	Small LT Reversible Medium uncertainty	Opportunity Area C is unlikely to have a discernible effect on any designation associated with the coast or estuary.
13 - To conserve and enhance biodiversity and geodiversity	+	Small LT Reversible Medium uncertainty	Opportunity Area C is not in proximity to a designated nature conservation site, and therefore there is a low risk that future development would affect any protected or priority species. Additionally, new developments are unlikely to affect habitat connectivity significantly. The policy includes the provision of a new public space which could enhance biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Small LT Reversible High uncertainty	Opportunity Area C coincides with the Central Conservation Area and includes several Listed Buildings within the area ranging from medieval buildings to an early 20th century cinema. St Helen's Conservation Area is located to the east of the Opportunity Area. There are numerous buildings along Carr Street included on the Local List (Buildings of Townscape Interest) SPD which also have the potential to be affected by the redevelopment of the sites. This policy requires potential development to take account of heritage assets including the Conservation Areas. As outlined under the policy's development principles, development proposals will be required "to address scheduled monuments and archaeology (much of the Mint Quarter site is a scheduled monument) including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding", which would result in benefits in relation to the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area C could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. In addition, as outlined in the development principles any new developments should allow for the "enhancement of linkage to

SA Objective	Score	Scale, permanence & uncertainty	Commentary
landscapes and townscape			<i>Regent Theatre through public realm improvements</i> , and <i>“provision of major new landscaped public space at focus of scheme”</i> . The policy would have a positive effect on this SA Objective.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area C would provide new employment opportunities in the hospitality and retail sectors to the local community. Additionally, it would situate residents in proximity to a range of employment opportunities.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	Small LT Reversible Low uncertainty	Potential developments here could situate new residents and new jobs in proximity to the centre of Ipswich. Through <i>“provision of major new landscaped public space”</i> , <i>“enhancement of linkage to Regent Theatre through public realm improvements”</i> and promotion of the <i>“regeneration of Upper Orwell Street including environmental enhancements”</i> in the area, this policy will have a positive effect on this SA Objective. The policy seeks to create a sense of place through several measures which could enhance the public realm, building quality and pedestrian permeability and interaction. There is also a retail allocation (IP048b) which will contribute to enhancing the vitality and viability of the town centre.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to include <i>“improved pedestrian connection with new urban space”</i> and <i>“enhanced pedestrian permeability east-west and north-south across the area”</i> which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.19 New Policy: Opportunity Area D – Education Quarter and surrounding area

The ‘Education Quarter’ is located on the eastern side of the town centre, extending from just north of Rope Walk down to the Waterfront. The new policy on Opportunity Area D has been included in the Plan to clearly set out areas for potential future growth within the area.

New Policy: Opportunity Area D – Education Quarter and surrounding area

Within Opportunity Area D – Education Quarter and surrounding area defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

a. Higher & Further education uses:

- Academic facilities; and,
- Support facilities.

b. Uses appropriate to the Waterfront:

- Hotel;
- Car Parking (including public) (site IP049);
- Small scale retail, café/restaurant; and,
- Offices/business.

Any proposal should accord with the following development principles:

- Scale, mass and form of development on Waterfront to be of varied height (minimum 6 storeys), responding to waterfront setting with layout maintaining glimpse views through to tree-lined skyline;

New Policy: Opportunity Area D – Education Quarter and surrounding area

- ii. Development to respect and enhance setting of Listed and historic buildings;
- iii. Development to address archaeology and Wet Dock, Central, and St Helen’s Conservation Areas;
- iv. Layout and design to address flood risk; and,
- v. Enhanced pedestrian and cycle permeability through the area and linking into wider networks.

Development should also take into account the requirements of New Policy Housing Allocations in the IP-One Area for IP012 and Policy SP17 Town Centre Car Parking in the IP-One Area for IP049.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation.
2 - To meet the housing requirements of the whole community	○	Small LT Reversible Low uncertainty	The policy would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access for pedestrians, through the provision (within the development principles of the policy) of “ <i>enhanced pedestrian and cycle permeability through the area and linking into wider networks</i> ”. This could encourage walking and cycling. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	-	Small LT Reversible Low uncertainty	Opportunity Area D is within the vicinity of the A1022 and A1156 and is therefore likely to expose new users of local business and education facilities to a major source of noise, air or light pollution. In addition, Opportunity Area D is located directly adjacent to Ipswich AQMA Area 2 and Ipswich AQMA Area 3, and any future developments may make achieving air quality improvement targets at the AQMA more difficult.
5 - To improve levels of education and skills in the population overall	+	Small LT Reversible Low uncertainty.	As outlined within the policy, future developments within Opportunity Area D may include a “ <i>higher and further education uses</i> ” which can include academic facilities and support facilities. In addition, creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Potential development may result in negative impacts on the surrounding water quality, as the opportunity area is located adjacent to the Marina, including waterfront and university area, and Neptune Quay. In addition, any new developments have the potential to increase net water consumption. Opportunity Area D is also within a Groundwater Source Protection Zone 3. This policy overall has a negative effect on this SA Objective.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. The opportunity area is located directly adjacent to Ipswich AQMA Area 3 and Ipswich AQMA Area 2, and therefore future developments within Opportunity Area D may result in negative impacts on these AQMA’s. In addition, as outlined with the policy, Opportunity Area D would allow “ <i>car parking (including public)</i> ” which may encourage more car movements, having a negative effect on air pollution.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land, the Opportunity Area is predominantly brownfield land, and provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, new development in Opportunity Area D may result in a net increase in air pollution due to the potential increases in car traffic, especially due the provision

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			<i>“car parking (including public)”</i> . Overall, this policy may have a negative effect on this SA Objective. It is worth noting that Opportunity Area D has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.
11 - To reduce vulnerability to climatic events and flooding	--	Small LT Reversible Low uncertainty	There southern portion of the opportunity area is located within Flood Zone 3 with a high risk of surface water flooding. As such, any future development should be subject to a Flood Risk Assessment. However, other areas of the opportunity area are within a low risk flood zone and is not at risk of surface water flooding. Due to some of the opportunity area being within Flood Zone 3, the policy would result in a major negative effect on this SA Objective. As the development principles within the policy wording indicate, new development would have to be designed to <i>“address flood risk”</i> .
12 - To safeguard the integrity of the coast and estuaries	-	Small LT Reversible Medium uncertainty	Opportunity Area D is located directly adjacent to the River Orwell. The River Orwell is hydrologically linked to the Stour and Orwell SPA and Ramsar Site. The construction and occupation of the opportunity area could potentially have an adverse impact on the Coasts and Estuaries Objective.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Opportunity Area D is located directly adjacent to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA. The construction and occupation of potential new developments could potentially have an adverse effect on the Objective.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Small LT Reversible High uncertainty	Opportunity Area D captures the peripheries of the Wet Dock, Central and St Helen’s Conservation Areas to the north, south and west. Opportunity Area D is also partially included within the Area of Archaeological Importance and covers part of the Anglo – Saxon and Medieval core. There are numerous Listed Buildings across the Opportunity Area as well. All archaeological assets have the potential to be affected by any new potential developments within Opportunity Area D. However, as outlined under the policy’s development principles this policy requires potential development to <i>“respect and enhance setting of Listed and historic buildings”</i> and to <i>“address archaeology and Wet Dock, Central, and St Helen’s Conservation Areas”</i> , which would result in benefits in relation to the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area D could potentially enhance the site’s contribution towards the local townscape character, as the area is predominantly brownfield land. Specific design measures including scale and massing, as well as responding to the historic context of the site, should ensure that positive effects in relation to townscape are realised.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area D would provide new employment opportunities in the hospitality and retail sectors to the local community. Additionally, it would also situate residents in proximity to a range of employment opportunities and include new educational facilities which would help people enhance their skills.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate new businesses (e.g. hotels and small cafes) and new jobs in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to <i>“enhanced pedestrian and cycle permeability through the area and linking into wider networks”</i> which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.20 New Policy: Opportunity Area E- Westgate

New Policy: Opportunity Area E – Westgate has been included in the Local Plan Review to set out potential growth within the area of Westgate, and specifies what development would be acceptable, and criteria potential development proposals would have to meet.

New Policy: Opportunity Area E – Westgate

Within Opportunity Area E – Westgate defined on the IP-One Area Action Plan Inset Policies Map the following residential led mix of uses, with some retail on the former Civic Centre Site (IP040) will be acceptable:

- a. Residential;
- b. Retail;
- c. Café/restaurant uses;
- d. Shoppers car parking;
- e. Improved cultural offering; and,
- f. Uses which would complement the New Wolsey Theatre.

Any proposal should accord with the following development principles:

- i. Layout to promote enhanced pedestrian linkage between Westgate Street and the New Wolsey theatre, northwards to Ipswich Museum on High Street and eastwards between the retail allocation and Museum Street;
- ii. Surface level pedestrian/cycle crossing across Civic Drive;
- iii. Creation of new urban space at Westgate Street;
- iv. Redevelopment of the Civic Centre site to incorporate landmark building;
- v. Higher density housing to Civic Drive sites (4-6 storeys) as opportunities arise;
- vi. Enhanced public realm in Elm Street;
- vii. Development to take account of nearby heritage assets and archaeology; and,
- viii. Ancillary routes should acknowledge historic routes and features as appropriate (in order to aid public understanding and appreciation of heritage).

Development should also take into account the requirements of New Policy Former Civic Centre, Civic Drive (Westgate) for IP040 and New Policy Housing Allocations in the IP-One Area for IP041.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access to pedestrians. Within the development principles any new development should provide “ <i>surface level pedestrian/cycle crossing across Civic Drive</i> ” and should have a “ <i>layout to promote enhanced pedestrian linkage between Westgate Street and the New Wolsey theatre, northwards to Ipswich Museum on High Street and eastwards between the retail allocation and Museum Street</i> ”. This could encourage walking and cycling. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+	Small LT Reversible Low uncertainty	Opportunity Area E is in Ipswich Town Centre and is within the vicinity of the A1022 and A1156 and is therefore likely to expose new users of local business and residents to a major source of noise, air, or light pollution. Creation of high-

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			quality environment, with a pedestrian focus and mix of uses including improved cultural offering, cafes and restaurants could improve the quality of life.
5 - To improve levels of education and skills in the population overall	+	Small LT Reversible Low uncertainty.	This policy would be unlikely to have a discernible impact on education. The creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Any new developments have the potential to increase net water consumption. Opportunity Area E is also within a Groundwater Source Protection Zone 3. This policy overall has a negative effect on this SA Objective.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. However, as outlined with the policy, Opportunity Area D would allow a "shoppers car parking" which may encourage more car movements, having a negative effect on air pollution.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land, the Opportunity Area is predominantly brownfield land, and provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, new development in Opportunity Area E may result in a net increase in GHG emissions due to the potential increases in car traffic, especially due the provision of a "shoppers car parking". Overall, this policy may have a negative effect on this SA Objective. It is worth noting that Opportunity Area E has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.
11 - To reduce vulnerability to climatic events and flooding	○	Small LT Reversible Low uncertainty	The site is within a low risk flood zone and is not at risk of surface water flooding.
12 - To safeguard the integrity of the coast and estuaries	○	Small LT Reversible Medium uncertainty	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary.
13 - To conserve and enhance biodiversity and geodiversity	○	Small LT Reversible Medium uncertainty	Opportunity Area E is not in proximity to a designated nature conservation site, and therefore, there is a low risk that future development would affect any protected or priority species. Additionally, new developments are unlikely to affect habitat connectivity significantly. In order to enhance biodiversity, any future developments should be designed to include green infrastructure, such as wildlife corridors and green roofs.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Small LT Reversible High uncertainty	Opportunity Area E is located between the boundaries of the Central and Burlington Road Conservation Areas, so forms a sensitive area. There are numerous Listed Buildings across the Opportunity Area as well. All archaeological assets have the potential to be affected by any new development within Opportunity Area E. However, as outlined under the policy's development principles this policy requires potential development to "take account of nearby heritage assets and archaeology" and outlines that "ancillary routes should acknowledge historic routes and features as appropriate (in order to aid public understanding and appreciation of heritage" which would have benefits in relation to the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area E could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. There would be positive effect due to an "enhanced public realm in Elm Street" and the "creation of new urban space at Westgate Street".
16 - To achieve sustainable levels of	+	Small LT Reversible	Potential developments within Opportunity Area D would provide new employment opportunities in the hospitality and retail sectors to the local

SA Objective	Score	Scale, permanence & uncertainty	Commentary
prosperity and growth throughout the plan area		Low uncertainty	community. Additionally, it would also situate residents in proximity to a range of employment opportunities and include new educational facilities which would help people enhance their skills.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate new businesses (e.g. small cafes, restaurants and retail) and new jobs in proximity to the Town Centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to have a "layout to promote enhanced pedestrian linkage between Westgate Street and the New Wolsey theatre, northwards to Ipswich Museum on High Street and eastwards between the retail allocation and Museum Street" which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.21 New Policy: Opportunity Area F – River and Princes Street Corridor

This new policy sets out what development would be acceptable in the River and Princes Street Corridor and the principles which any potential development proposals would have to adhere to.

New Policy Opportunity Area F – River and Princes Street Corridor

Within Opportunity Area F – River and Princes Street Corridor defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

- a) Leisure;
- b) Car parking (IP015 and IP051);
- c) Use Class E(g), including offices;
- d) Residential uses where appropriate within mixed use developments adjacent to the river; and,
- e) Public open space.

Any proposal should accord with the following development principles:

- i. Riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront;
- ii. Creation of new townscape east of Portman Road, with well-defined blocks and through routes to improve permeability;
- iii. Development of Princes Street as a civic boulevard and gateway to the town centre;
- iv. Scale of development medium rise (4-6 storeys) with opportunities for enhanced scale in key locations (where this would not harm the setting of listed buildings and would meet the criteria set out in Policy DM15 Tall Building);
- v. Layout and design to address flood risk;
- vi. Layout and design to take account of the historic environment including archaeology; and,
- vii. Enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor.

Development should also take into account the requirements of New Policy West End Road Surface Car Park for IP015, New Policy Land at Commercial Road for IP047, New Policy Old Cattle Market, Portman Road for IP051, New Policy Land Allocated and Protected as Open Space in the IP-One Area for IP083 and New Policy Land allocated for Employment Use in the IP One Area for IP094

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	++	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community, with amenities and open space, and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation. Additionally, the new policy would allow for open space and leisure facilities which will help reduce social exclusion.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access for pedestrians. Within the development principles any new development should provide a <i>“riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront”</i> and <i>“enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor”</i> . This could encourage walking and cycling. This policy includes the provision of new public open space and new leisure opportunities, which could benefit new residents here. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+	Small LT Reversible Low uncertainty	Opportunity Area F is within the vicinity of the A137 and is therefore likely to expose new users of local business and residents to a major source of noise, air, or light pollution. Future developments within Opportunity Area F may provide new leisure opportunities on-site, which could benefit new residents here. Any open space would be likely to benefit the visual amenity and quality of the local area, and the provision of a <i>“riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront”</i> .
5 - To improve levels of education and skills in the population overall	+	Small LT Reversible Low uncertainty.	This policy would be unlikely to have a discernible impact on education. The creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Any new developments have the potential to increase net water consumption. Opportunity Area F is also within a Groundwater Source Protection Zone 3 and adjacent to the River Orwell. This policy overall has a negative effect on this SA Objective. Any new potential development would not take place within the 10m buffer of the river corridor and this could help to prevent adverse impacts on water quality.
7 - To maintain and where possible improve air quality	-	Small LT Reversible Medium uncertainty	This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. However, as outlined with the policy, Opportunity Area F would allow for car parking which may encourage more car movements, having a negative effect on air pollution. Access to public transport surrounding Opportunity Area F is very good, which may help to limit increases in air pollution associated with road transport in the long term. As outlined under New Policy: Land at Commercial Road (IP047), future developments would be required to provide an Air Quality Assessment which can reduce potential negative impacts of future development.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land, the Opportunity Area is predominantly brownfield land, and provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	The new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. However, new development in Opportunity Area F may result in a net increase in GHG emissions due to the potential increases

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			in car traffic, especially due the provision of car parking. Overall, this policy may have a negative effect on this SA Objective. It is worth noting that Opportunity Area F has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.
11 - To reduce vulnerability to climatic events and flooding	--	Small LT Reversible Low uncertainty	The opportunity area is located within Flood Zone 3 and contains area which are at high risk from surface water flooding. As such, any future development should be subject to a Flood Risk Assessment. As outlined in the design principles set out in the policy any new development proposals should include measure to reduce flood risk. Due to its location in Flood Zone 3, future development under this policy could result in a major negative effect on this SA Objective.
12 - To safeguard the integrity of the coast and estuaries	-	Small LT Reversible Medium uncertainty	Due to Opportunity Area F being directly adjacent to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, any new potential developments could potentially have an adverse effect on the Coasts and Estuaries Objective. Any new development, however, would not take place within the 10m buffer of the river corridor and this could help reduce adverse effects on coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Due to Opportunity Area F being directly adjacent to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA, any new development could potentially have an adverse impact on the Biodiversity Objective. Any new development, however, must take account of the 10m buffer of the river corridor and this could help to reduce adverse effects on this Objective. The provision of public open space and a <i>"riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront"</i> would provide an opportunity for the inclusion of GI which would contribute to a wider green/ wildlife corridor network. The provision of open space may result in some benefits to the local biodiversity, but overall, a negative effect cannot be ruled out.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	Small LT Reversible High uncertainty	The kiln of the Grade II listed Princes Street Maltings acts as a prominent landmark in this Opportunity Area, which when viewed with Princes Street Bridge. The Railway Public House and Ipswich Train Station form an important grouping of historic buildings reflecting Ipswich's 19th century heritage. Several of the allocated sites hold archaeological potential, including paleo-environment and waterlogged remains. All archaeological assets have the potential to be affected by the future developments within Opportunity Area E. However, as outlined under the policy's development principles this policy requires potential development to <i>"take account of the historic environment including archaeology"</i> which would result in benefits in relation to the historic environment. There is the potential for negative effects on heritage assets if future developments did not take into account the sensitivity of the surrounding area.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area F could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. There would be positive effect due to a <i>"riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront"</i> and <i>"creation of new townscape east of Portman Road, with well-defined blocks and through routes to improve permeability"</i> . The provision of any new open space would enhance the site's contribution to the local character, including for the distinctive character along the river corridor.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area F could provide new employment local community and it would also situate residents in proximity to a range of employment opportunities.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate any businesses in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective. This policy allows for leisure opportunities that would provide a meaningful boost to the vitality of the local area.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to have a " <i>riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront</i> " and " <i>enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor</i> " which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.22 New Policy: Opportunity Area G - Upper Orwell River and Canalside

This area is characterised by a series of sites in commercial occupation, grouped around the under-used assets of Alderman Park and the waterside frontages of the Rivers Orwell and Gipping, as well as the Alderman Canal. This policy has been included in the Local Plan Review to set out the type of development which would be acceptable within the Upper Orwell River and Canalside area, and the criteria and development proposals in this area would be expected to adhere to.

New Policy: Opportunity Area G – Upper Orwell River and Canalside

Within Opportunity Area G – Upper Orwell River and Canalside defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

- a. Riverside residential uses, where appropriate within mixed use developments; and
- b. Non-residential uses could include offices, small scale retail or leisure uses.

Any proposal should accord with the following development principles:

- i. New foot/cycle connection to Handford Road, via Bibb Way or Cullingham Road;
- ii. Residential development to adopt perimeter block layout, with landscaped frontages addressing River Gipping, Alderman Canal and wildlife area;
- iii. Traffic calming to Sir Alf Ramsey Way;
- iv. Layout & design to address flood risk;
- v. Cycle and pedestrian connections created where possible across the river and canal;
- vi. Public access to riverside incorporated into layouts and linking to the Waterfront;
- vii. Layout and design to take account of the historic environment including archaeology; and,
- viii. Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10.

Development should also take into account the requirements of New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way for IP003, New Policy Bus Depot, Sir Alf Ramsey Way for IP004, New Policy Land east of West End Road for IP119 and New Policy Housing Allocations in the IP-One Area for IP096, IP120b, IP279b, IP354 and IP355.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new employment and retail land which may help alleviate local rates of deprivation.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access to pedestrians. Within the development principles any new development should provide a " <i>new foot/cycle connection to Handford Road, via Bibb Way or Cullingham Road</i> ". In addition, new cycle and pedestrian connections will be created where possible across the river and canal. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+/-	Small LT Reversible Low uncertainty	Opportunity Area G is within the vicinity of the A137 and is therefore likely to expose new users of local business and residents to a major source of noise, air, or light pollution. Areas of this opportunity area have potential for contaminated land and any new developments here are likely to lead to the remediation of contaminated land. The opportunity area's location (directly adjacent in some places) in relation to Ipswich Town FC may negatively impact quality of life, due to additional noise, congestion and crime associated with match days. However, the creation of high quality and accessible developments could lead to positive effects against this objective.
5 - To improve levels of education and skills in the population overall	+	Small LT Reversible Low uncertainty.	This policy would be unlikely to have a discernible impact on education. The creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Any new developments have the potential to increase net water consumption. Opportunity Area G is also within a Groundwater Source Protection Zone 3 and within the vicinity of 3 waterbodies: River Gipping, Alderman Canal East and Alderman Canal West. This policy overall has a negative effect on this SA Objective. Any new potential development would have to take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality.
7 - To maintain and where possible improve air quality	○	Small LT Reversible Medium uncertainty	There will be the potential for any new developments to moderately increase emissions depending on the scale of future developments and associated increase in traffic. This policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. In addition, the policy includes " <i>traffic calming to Sir Alf Ramsey Way</i> " which may have benefits in relation to air quality. Access to public transport surrounding Opportunity Area G is very good, which may help to limit increases in air pollution associated with road transport in the long term. Opportunity Area G does not lie within an AQMA.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land, the Opportunity Area is predominantly brownfield, and provides an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	Potential new developments in Opportunity Area G likely to be a source of GHG emissions to some extent. However, the new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. It is worth noting that Opportunity Area G has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in GHG emissions associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
11 - To reduce vulnerability to climatic events and flooding	--	Small LT Reversible Low uncertainty	The opportunity area is located within Flood Zone 3 and contains area which are at high risk from surface water flooding. As such, any future development should be subject to a Flood Risk Assessment. As outlined in the design principles set out in the policy any new development proposals should include measures to reduce flood risk. Due to its location in Flood Zone 3, future development under this policy could result in a major negative impact on this SA Objective.
12 - To safeguard the integrity of the coast and estuaries	-	Small LT Reversible Medium uncertainty	Due to Opportunity Area F being directly adjacent to the River Gipping CWS, which is hydrologically linked to the Stour and Orwell SPA, any new potential developments could potentially have an adverse impact on the Coasts and Estuaries objective. As outlined within New Policy: Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003), any new development would have to take account of the 10m buffer of the river corridor and this could help to reduce adverse effects on the river.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Due Opportunity Area G being directly adjacent to the River Gipping CWS, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA, any new development could potentially have an adverse impact on the Biodiversity Objective. In addition, this opportunity area is adjacent to the Alderman Canal West LNR which contains reedbed wetland habitat. Any new development here would have the potential to reduce habitat connectivity. Any new development, however, would have to take account of the 10m buffer of the river corridor and this could help to reduce adverse effects on the river. As outlined within the development principle within the policy working: <i>“development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10”</i> , which may reduce any potential negative effect of development within this opportunity area.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Small LT Reversible High uncertainty	This policy is unlikely to have a significant impact on the historic environment, due to the limited number of heritage assets within the opportunity area. As outlined within the design principles new proposals will have to <i>“take account of the historic environment including archaeology”</i> , which would result in benefits in relation to the historic environment. In addition, as outlined within New Policy: Bus Depot, Sir Alf Ramsey Way (IP004) any new development proposals would be expected to include <i>“a proportionate Heritage Impact Assessment will be required in accordance with Policy DM13”</i> , which would also result in benefits in relation to the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area G could potentially enhance the site's contribution towards the local townscape character, as the area is predominantly brownfield land. There would be positive effect due to the design principles outlined in the policy wording: <i>“residential development to adopt perimeter block layout, with landscaped frontages addressing River Gipping, Alderman Canal and wildlife area”</i> . The provision of any new open space would enhance the site's contribution to the local character, including for the distinctive character along the river corridor.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area G could provide new employment local community and it would also situate residents in proximity to a range of employment opportunities, due to the provision of small scale retail.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate any businesses in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective. This policy allows for leisure opportunities that would provide a meaningful boost to the vitality of the local area.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to have a <i>“new foot/cycle connection to Handford Road, via Bibb Way or Cullingham Road”</i> . In addition, new Cycle and pedestrian connections will be created where possible across the river and canal which will increase accessibility to the area.
19 - To ensure that the digital infrastructure available meets the	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
needs of current and future generations			

3.2.23 New Policy: Opportunity Area H - Holywells

This new policy sets out what development would be acceptable in the Holywells area and the principles which any potential development proposals would have to adhere to.

New Policy: Opportunity Area H – Holywells

Within Opportunity Area H – Holywells defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:

- a. Residential-led development;
- b. Riverfront regeneration and associated leisure uses;
- c. Secondary employment, community, leisure, arts and cultural development;
- d. Public Open Space.

Any proposal should accord with the following development principles:

- i. Provision of enhanced pedestrian/cycle permeability through the opportunity area, connecting the Waterfront with Holywells Park;
- ii. Facilitate new Wet Dock bridges;
- iii. Development to address street frontages;
- iv. Promote regeneration of heritage assets;
- v. Scale of development generally medium-rise (3-5 storeys), with opportunities for taller buildings at key locations;
- vi. Maintain views of treed skyline to East towards the Holywells Conservation Area, whilst views out of the conservation area to the west should also be preserved;
- vii. Protect key view of Cliff Brewery from Helena Road;
- viii. Reduce impact of Port related traffic, via traffic management & improved public realm;
- ix. Relocate Cliff Quay access control point south of Cliff Brewery, to improve public accessibility to Riverside and facilitate link between Brewery and Shipyard sites;
- x. Layout & design to address flood risk; and,
- xi. Development to address risk from major hazard site (Vopak terminal).

Development should also take into account the requirements of New Policy Housing Allocations in the IP-One Area for IP064a and IP098 and Policy SP4 Opportunity Sites in the IP One Area for IP045 and IP226

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	Small LT Reversible Low uncertainty	Potential development of this area would situate potential new residents and employees within an existing community and development here would enhance connectivity and reduce social exclusion. Potential developments could provide new secondary employment which may help alleviate local rates of deprivation.
2 - To meet the housing requirements of the whole community	+	Small LT Reversible Low uncertainty	Potential developments should be a focus for high quality residential development. Through permitting residential areas, this new policy is likely to have a positive effect on this SA Objective.
3 - To improve the health of the population overall and reduce health inequalities	+	Small LT Reversible Low uncertainty	The policy seeks to improve access for pedestrians. Within the development principles any new development should provide “ <i>provision of enhanced pedestrian/cycle permeability through the opportunity area, connecting the Waterfront with Holywells Park</i> ”. In addition, any new potential development

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			would include new open space, which would have a positive effect on this SA objective. The requirements set out for potential developments in this policy would be likely to contribute to improved health and wellbeing to some extent, through encouraging active travel.
4 - To improve the quality of where people live and work	+	Small LT Reversible Low uncertainty	Opportunity Area H is located within proximity of Holywells Road and industrial users by the Waterfront and therefore likely to expose new users of local business and residents to a major source of noise, air, or light pollution. However, this policy seeks to 'address street frontages', 'maintain views of treed skyline to East towards the Holywells Conservation Area' and provide 'public open space' which would be likely to benefit the visual amenity and quality of the local area and would result in benefits in relation to this SA Objective.
5 - To improve levels of education and skills in the population overall	+	Small LT Reversible Low uncertainty.	This policy would be unlikely to have a discernible impact on education. The creation of jobs through new local businesses could potentially provide new employees with an opportunity to learn new skills. This policy would have a positive effect on this SA Objective.
6 - To conserve and enhance water quality and resources	-	Small LT Reversible Low uncertainty	Any new developments have the potential to increase net water consumption. Opportunity Area H is also within a Groundwater Source Protection Zone 3 and within the vicinity of a pond network associated with Holywells Park. This policy overall has a negative effect on this SA Objective.
7 - To maintain and where possible improve air quality	-O	Small LT Reversible Medium uncertainty	There will be the potential for any new developments to moderately increase air pollution depending on the scale of future developments and associated increase in traffic. However, this policy would be expected to help facilitate higher rates of walking and cycling which would reduce the number of journeys via vehicle and subsequently reduce transport-associated air pollution. In addition, any new development proposals will be required to "reduce impact of Port related traffic, via traffic management & improved public realm" which may have benefits in relation to air quality. Access to public transport surrounding Opportunity Area H is very good, which may help to limit increases in air pollution associated with road transport in the long term. Opportunity Area H does not lie within an AQMA.
8 - To conserve and enhance soil and mineral resources	+	Small LT Reversible Low uncertainty	Potential developments would make an efficient use of land, as the Opportunity Area is predominantly brownfield land, and provide an opportunity to remediate contaminated land.
9 - To promote the sustainable management of waste	?	N/A High uncertainty.	Potential new developments have the potential to produce waste. Options for reusing existing buildings or existing materials is uncertain.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Small LT Reversible High uncertainty	Potential new developments in Opportunity Area H likely to be a source of greenhouse gas emissions. However, the new policy would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles. It is worth noting that Opportunity Area H has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increases in greenhouse gases associated with transport. To reduce air pollution, any future developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.
11 - To reduce vulnerability to climatic events and flooding	---	Small LT Reversible Low uncertainty	The opportunity area is located within Flood Zone 3 and contains area which are at high risk from surface water flooding. As such, any future development should be subject to a Flood Risk Assessment. As outlined in the design principles set out in the policy any new development proposals should include measures to reduce flood risk. Due to its location in Flood Zone 3, future development under this policy could result in a major negative impact on this SA Objective.
12 - To safeguard the integrity of the coast and estuaries	O	Small LT Reversible Medium uncertainty	This policy is unlikely to have a discernible effect on any designation associated with the coast or estuary objective.
13 - To conserve and enhance biodiversity and geodiversity	-	Small LT Reversible Medium uncertainty	Opportunity Area H is immediately to the west of the Holywells Park County Wildlife Site and immediately east of the River Orwell County Wildlife Site. The opportunity area is within the vicinity of a pond network, however so any future development could negatively affect this area. The policy includes the provision of a new public space which could enhance biodiversity. In order to enhance biodiversity, any new public open space, should be designed to include green

SA Objective	Score	Scale, permanence & uncertainty	Commentary
			infrastructure, such as wildlife corridors and green roofs. The policy also states that <i>“development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor”</i> .
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Small LT Reversible High uncertainty	The opportunity area is bounded to the east by Holywells Park Conservation Area, and to the west by the Wet Dock Conservation Area. The opportunity area includes the vacant historic Tolly Cobbold Brewery complex to the south, which is a cluster of Grade II Listed Buildings. The Tolly Cobbold Brewery is also identified on the Ipswich Buildings at Risk Register. The Opportunity Area represents an opportunity to help restore this building at risk through sensitive regeneration. There are a number of non-designated heritage assets which contribute positively to the character of the area. The opportunity area is therefore in a sensitive historic environment which requires careful attention when developing proposals for the redevelopment of the area. As outlined within the design principles new proposals will have to <i>“promote regeneration of heritage assets”</i> , which would result in benefits to the historic character.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area H could potentially enhance the site’s contribution towards the local townscape character. <i>“Riverfront regeneration”</i> would result in a positive effect on the SA Objective. The provision of any new open space would enhance the site’s contribution to the local character.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Small LT Reversible Low uncertainty	Potential developments within Opportunity Area H could provide new employment local community and it would also situate residents in proximity to a range of employment opportunities.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Small LT Reversible Low uncertainty	Potential developments here could situate any businesses in proximity to the centre of Ipswich. As such, this policy is likely to have a positive impact on this SA Objective. This policy allows for leisure opportunities that would provide a meaningful boost to the vitality of the local area. <i>“Community, leisure, arts and cultural development”</i> would also provide a meaningful boost to the vitality of the surrounding area.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	Small LT Reversible Low uncertainty	This policy would promote sustainable travel through the provision of walking and cycling facilities. The policy also requires new developments to have a <i>“provision of enhanced pedestrian/cycle permeability through the opportunity area, connecting the Waterfront with Holywells Park”</i> . In addition, new development proposals will seek to <i>“relocate Cliff Quay access control point south of Cliff Brewery, to improve public accessibility to Riverside and facilitate link between Brewery and Shipyard sites”</i> , which will have a positive effect on this SA Objective.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	N/A Low uncertainty.	The policy would be unlikely to have a discernible impact on digital infrastructure directly, although all of the allocations within the OA require the installation of super-fast broadband.

3.2.24 Policy SP16: Transport Proposals in the IP-One Area

The policy has been amended to include reference to a potential route for the Wet Dock Crossing. The potential crossing starts to the west of the River Orwell near Felaw Street, where the proposed route crosses the river. The proposed route then follows the existing track to the south, turning to the east. The route then crosses the water again at Neptune Marine and continues south east towards Toller Road.

Policy SP16: Transport Policy in the IP-One Area

The Council supports the aspiration identified in the Local Transport Plan for the provision of a new Wet Dock Crossing, linking the east bank in the vicinity of Toller Road with the west bank in the vicinity of Felaw Street. The crossing would facilitate access to the Island Site and may provide for through traffic. Its design would maintain boat access through the lock and navigation along the New Cut. The design and layout of development on the Island Site IP037 should not prejudice the future delivery of a Wet Dock Crossing should a

Policy SP16: Transport Policy in the IP-One Area

firm proposal be included in future updates of the Local Transport Plan. [The potential route for a Wet Dock Crossing is shown on the IP-One Area Action Plan Inset Policies Map.](#)

The Council also supports measures to improve pedestrian and cycle access between the Waterfront and Central Shopping Area.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to ensure those working or living on the island site do not feel excluded from Ipswich.
2 - To meet the housing requirements of the whole community	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	+	S, M & L-T Reversible Medium uncertainty.	SP16 seeks to support improvements to pedestrian and cycle routes between the Waterfront and Central Shopping Area which would have health benefits by encouraging active travel.
4 - To improve the quality of where people live and work	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on the quality of homes.
5 - To improve levels of education and skills in the population overall	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	+	S, M & L-T Reversible Medium uncertainty.	SP16 would enable pedestrian and cycling access onto and off the island which may help to limit the use of cars, and consequently, reduce transport-associated air pollution.
8 - To conserve and enhance soil and mineral resources	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on soils or minerals.
9 - To promote the sustainable management of waste	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	+	S, M & L-T Reversible Medium uncertainty.	SP16 would enable pedestrian and cycling access onto and off the island which may help to limit the use of cars, and therefore, reduce transport-associated emissions.
11 - To reduce vulnerability to climatic events and flooding	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on the coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance	-	S, M & L-T Reversible	The potential Wet Dock crossing route is located adjacent to '42-48, Felaw Street' Grade II Listed Building and passes through the Wet Dock Conservation Area.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
areas and assets of historical and archaeological importance		Medium uncertainty.	
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on landscape.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to facilitate more efficient movement for residents, employees and businesses in and around the island site.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to increase footfall on the island site and nearby as a result of the improved pedestrian and cycle access.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	S, M & L-T Reversible Medium uncertainty.	SP16 would help to improve pedestrian and cycle access into and out of the island site. This would enable more efficient and sustainable movement in local and adjacent areas.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on digital infrastructure.

Reference to improving pedestrian and cycle routes would be expected to have a minor positive impact on human health (SA Objective 3), by encouraging more residents to move via active travel. In addition, the proposed route is in proximity to heritage assets, including a Listed Building and within a Conservation Area. Therefore, the proposed route could potentially result in adverse effects in relation to the historic environment, and a minor negative effect has been identified (SA Objective 14).

Policy SP16	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & heritage	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	○	○	○	○	○	+	○	○	+	○	○	○	○	○	+	+	+	○
MM	+	○	+	○	○	○	+	○	○	+	○	○	○	-	○	+	+	+	○

3.2.25 Policy SP17: Town Centre Car Parking in the IP-One Area

Policy SP17 has been amended to specify that in the IP-One Area there will not be a net increase in long-stay parking provision. The council seeks to ensure there will not be a net increase in long stay parking spaces by linking the release of new parking spaces to the expiry of temporary permissions. The policy has also been amended to include site IP051 as a location which will also provide additional car parking.

Policy SP17: Town Centre Car Parking in the IP-One Area

The Council will pursue a town centre car parking policy with the twin aims of supporting the economy of the town centre and limiting congestion, through encouraging the use of sustainable modes of transport.

To this end, a Central Car Parking Core is identified on the IP-One Area Action Plan ~~Inset pPolicies #Map~~. Within this area, Core Strategy Review ~~pPolicy DM22~~ shall apply. Within the whole IP-One Area, there will be no net addition to long-stay car parking provision, including on-street parking, over the plan period.

Sites are allocated for multi storey car parks providing additional short stay shopper and visitor parking or long stay commuter parking as specified below:

- a. IP015 West End Road – long stay parking;
- b. IP048 Mint Quarter – short stay parking;
- c. IP049 No 8 Shed Orwell Quay – long stay parking.; and
- d. IP051 Old Cattle Market, Portman Road – long stay parking.

The provision of a multi-storey car park at site IP015 West End Road will replace the existing on-site surface parking. It will also replace existing long stay parking at IP051 Old Cattle Market, Portman Road, if this is not replaced on site through redevelopment.

All new permanent car parks will be required to achieve good design and quality, and include electric vehicle charging points and variable messaging technology.

Proposals for additional temporary car parks within the town centre will not be permitted. Proposals to renew existing planning consents for temporary short stay public parking within the town centre will not be permitted when the permanent provision allocated above has been delivered. In order to ensure no net gain in long stay parking spaces, the Council will link the release of new parking spaces through the above sites to the expiry of temporary permissions.

~~Until then,~~ Temporary car parks will be expected to achieve the same level of quality as permanent ones.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure locations throughout the Borough are accessible via driving for all residents by securing town centre parking spaces. This could help to combat the risk of social exclusion.
2 - To meet the housing requirements of the whole community	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on health.
4 - To improve the quality of where people live and work	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on the quality of homes and work places.
5 - To improve levels of education and skills in the population overall	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	-	S, M & L-T Reversible Medium uncertainty.	SP17 it would be expected to facilitate higher rates of driving into central areas by securing town centre parking spaces and this would contribute to an increase in air pollution.

SA Objective	Score	Scale, permanence & uncertainty	Commentary
8 - To conserve and enhance soil and mineral resources	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on soils or minerals.
9 - To promote the sustainable management of waste	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	-	S, M & L-T Reversible High uncertainty.	SP17 would be likely to facilitate higher rates of driving into central areas and this would contribute to an increase in GHG emissions. However, the policy does require electric vehicle charging points to be incorporated which would help encourage the use of electric vehicles over petrol or diesel-powered vehicles.
11 - To reduce vulnerability to climatic events and flooding	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on the coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on cultural heritage.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on landscape.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure residents, businesses and employees can travel and access various areas of the Borough by car.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	S, M & L-T Reversible Medium uncertainty.	SP17 could help to enable greater access into central areas via car, thereby enabling businesses here to attract customers and employees from further afield and potentially in areas just outside Ipswich.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure residents and employees can travel relatively efficiently throughout the Borough via car and potentially public transport. Greater permeability for car journeys could be considered to be more efficient and enable shorter travel times, but it could also encourage a higher uptake of travelling by car and it is unclear the impact this might have on congestion in certain areas. Overall, no net change in long-stay parking would occur due to this policy.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on digital infrastructure.

The changes to this policy, including specifying there will be no net increase in long-stay parking spaces in the IP-One Area provides clarity on what parking in the town centre would be acceptable. The inclusion of an additional site for parking at IP051 would be expected to result in benefits to

transport and accessibility (SA Objective 18) but providing a greater range of locations for residents to park. This, however, would not be expected to alter the previously identified SA effects.

Policy SP17	1 – Poverty & exclusion	2 - Housing	3 - Health	4 – Quality of homes and work	5 - Education	6 - Water	7 – Air quality	8 – Soils and minerals	9 - Waste	10 – GHGs & energy	11 - Flooding	12 - Coast & estuaries	13 – Biodiversity & biodiversity	14 – Cultural heritage	15 – Landscapes & townscapes	16 – Growth & prosperity	17 – Town centres	18 – Transport & movement	19 – Digital infrastructure
R19	+	○	○	○	○	○	-	○	○	-	○	○	○	○	○	+	+	+	○
MM	+	○	○	○	○	○	-	○	○	-	○	○	○	○	○	+	+	+	○

3.2.26 New Policy: Housing Allocations in the IP-One Area

This policy sets out the housing allocations located within the IP-One area. The sites allocated under this policy were all assessed in the Regulation 19 SA Report.

The site information for site IP011b has been amended and no longer references important linkages to Merchant Quarter, visual enhancements to Central and Wet Dock Conservation Areas and improvements to the Star Lane frontage.

The number of dwellings proposed at site IP014 has increased from 23 to 25 dwellings and amended to include reference to how the site layout will need to take into account the existing foul sewer in the site boundary.

The requirements of site IP031a has been amended to include the fact that development will need to consider the existing foul sewer within the site and the fact that the site is within 250m from a safeguarded waste use site.

The development requirements for site IP039a has been amended to include the fact that the site is within 250m from a safeguarded waste use site.

Site IP041 must be designed to ensure residents are not adversely affected by noise from the Wolsey Theatre. The updated policy also requires an archaeological assessment to be prepared, as well as a transport assessment, travel plan and surface water management plan.

As site IP080 is located adjacent to a railway line, and therefore, the updated policy is required to provide appropriate mitigation.

Site IP096 is now required to be accompanied by a proportionate heritage impact assessment and a bat survey.

The development requirement related to site IP098 has been amended to include a requirement to take into consideration land that is safeguarded through the Suffolk Minerals Core Strategy.

In relation to site IP120b, a contamination land assessment and bird surveys will be required.

The proposed development at site IP172 is now required to enhance the Central Conservation Area.

The number of dwellings at site IP279B(1) has increased from 18 dwellings to 35 dwellings. The policy requirements have been updated to require an ecological and reptile survey and that development will be required to achieve biodiversity net gain.

The number of dwellings at site IP279B(2) has increased from 29 dwellings to 37 dwellings. The policy requirements have been updated to require an ecological and reptile survey and that development will be required to achieve biodiversity net gain.

The number of dwellings at site IP354 has reduced from 24 to 14.

There are no significant changes in the development requirements for sites IP064a and IP133.

New Policy: Housing Allocations in the IP-One Area

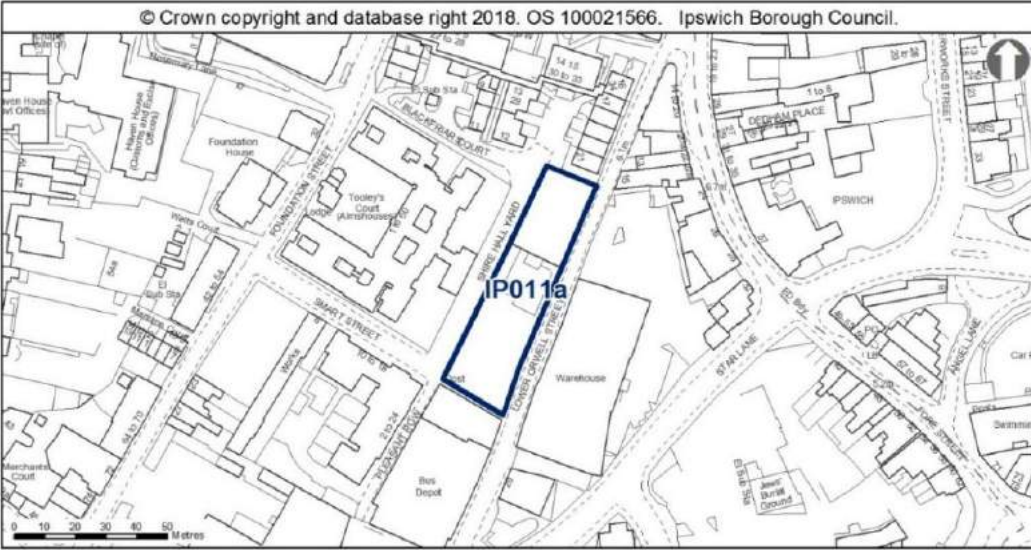
The following sites are allocated for residential development as indicated in New Table. All residential development will be expected to comply with the relevant policies of the plan. Individual sites will have specific constraints which need to be addressed. These are listed as part of this policy below.

New Policy: Housing Allocations in the IP-One Area

Other sites allocated for a mix of uses, including residential development, within the IP-One Area are set out in:

- New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003);
- New Policy Bus Depot, Sir Alf Ramsey Way (IP004);
- New Policy West End Road Surface Car Park (IP015);
- New Policy Key Street/Star Lane/Burton's (IP035);
- New Policy Former Civic Centre, Civic Drive (Westgate) (IP040);
- New Policy Land between Cliff Quay and Landseer Road (IP042);
- New Policy Commercial Building, Star Lane (IP043);
- New Policy Land at Commercial Road (IP047);
- New Policy Land between Old Cattle Market and Star Lane (IP054b);
- New Policy Land east of West End Road (IP119);
- New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132);
- New Policy Silo, College Street (IP136);
- New Policy The Island Site (IP037); and
- New Policy The Mint Quarter (IP048a-d).

New Table Land allocated for residential use in the IP-One Area

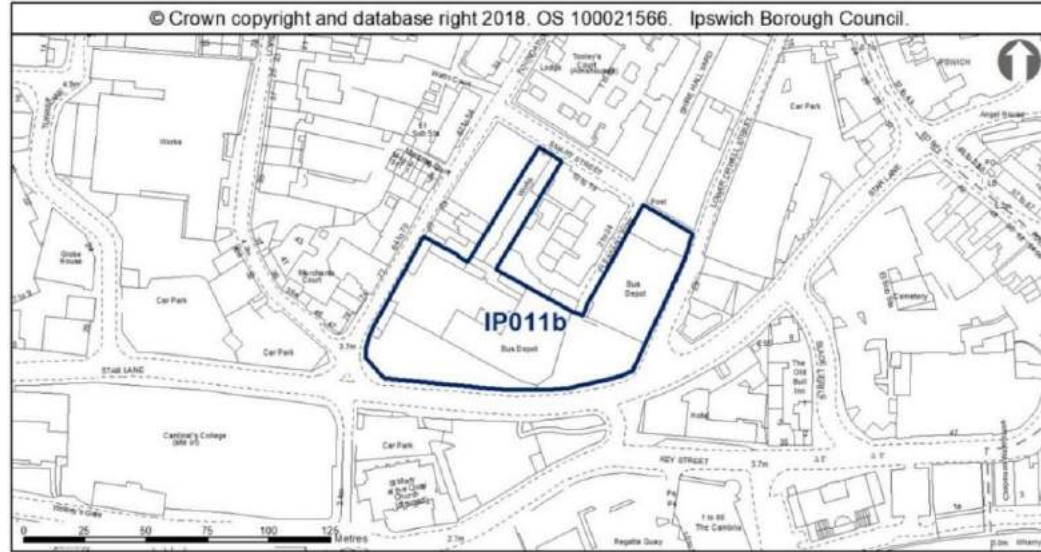
Site ref.	Site name and development description	Site size ha	Indicative capacity (homes)	Capacity evidence
IP011a	<u>Lower Orwell Street former Gym & Trim (formerly listed as Smart Street/Foundation Street).</u>	<u>0.15ha</u>	<u>18</u>	<u>110dph on 100% of site DM23</u>
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>An Air Quality Assessment is required;</u> • <u>Tree Preservation Orders are in place on the site, these will require tree protection works during construction (an application for tree works may be required);</u> • <u>A proportionate Heritage Impact Assessment will be required;</u> • <u>The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground.</u> 				

New Policy: Housing Allocations in the IP-One Area

In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit;

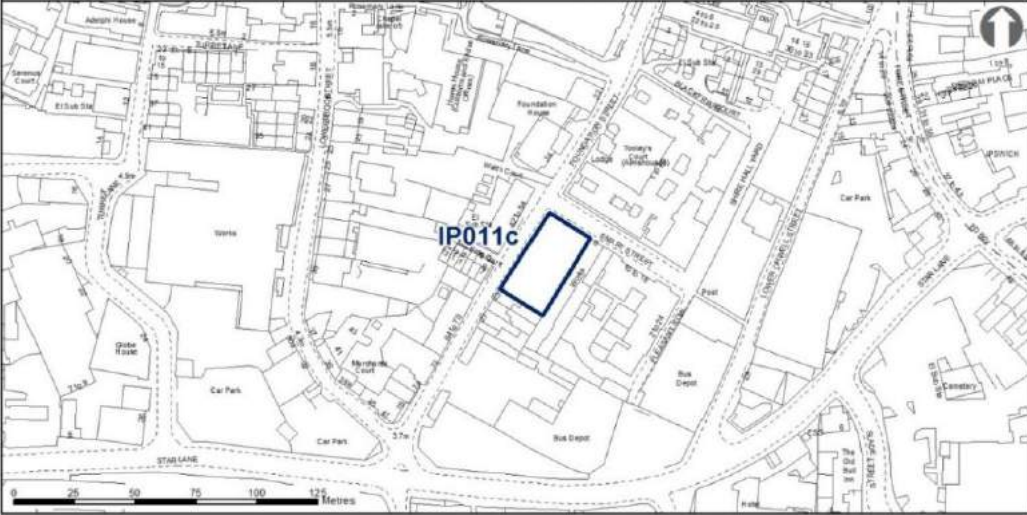
- The site has high potential for archaeological remains of national significance. An archaeological assessment will be required and proposals should include potential mitigation measures;
- The design should have regard for the sensitive historic setting of the site;
- The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development; and
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

IP011b	Smart Street, Foundation Street (South) <u>Redevelopment is dependent on the appropriate relocation of existing uses.</u>	0.62	56	90dph (DM23a lower end of range)
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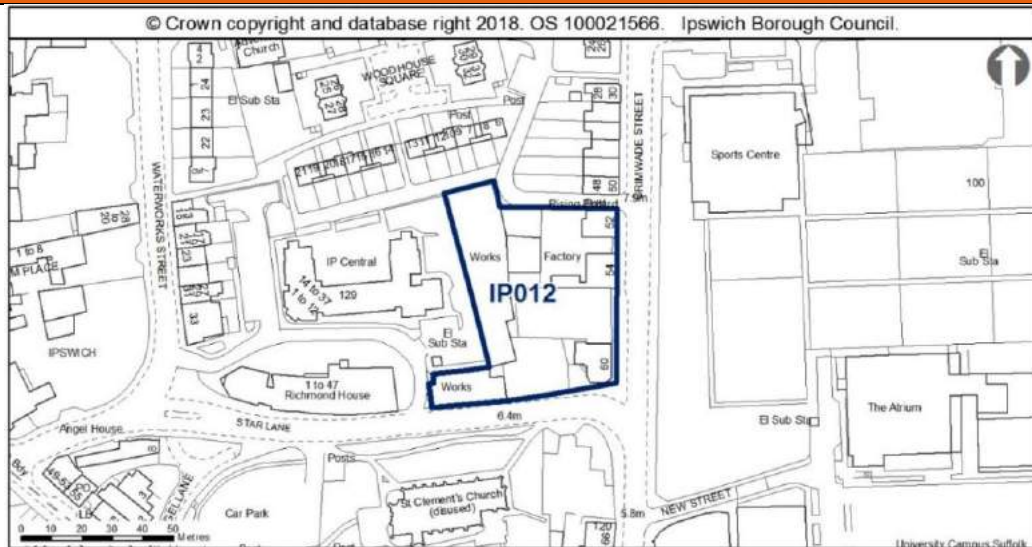


- Constraints:**
- The bus depot needs to be relocated before development can commence;
 - An Air Quality Assessment is required;
 - A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);
 - A contaminated land assessment will be required and mitigation delivered to address any findings;
 - A proportionate Heritage Impact Assessment will be required;
 - The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground. In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit;
 - The site has high potential for archaeological remains of national significance. An archaeological assessment will be required and suitable mitigation measures;
 - The design of the development would be expected to be of high quality to make a positive architectural statement;
 - Development of the allocation site should use a varied approach to massing and layout to avoid enclosing the former Smart Street School, which is included on the Local List (Buildings of Townscape Interest SPD);
 - A transport assessment and travel plan will be required and any potential access constraints should be resolved prior to the submission of any planning application;
 - Tree Preservation Orders are on place on the site, these will require tree protection works during construction (an application for tree works may be required); and
 - An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

New Policy: Housing Allocations in the IP-One Area

IP011c	<u>Smart Street, Foundation Street (North)</u>	<u>0.08</u>	<u>Z</u>	<u>90dph (DM23a lower end of range)</u>
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>An Air Quality Assessment is required;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>Tree Preservation Orders are on place on the site, these will require tree protection works during construction (an application for tree works may be required);</u> • <u>A proportionate Heritage Impact Assessment will be required;</u> • <u>The site has potential for archaeological remains of national significance outside of the scheduled areas. An Archaeological Assessment will therefore be required;</u> • <u>The site layout should allow for improvements to the Star Lane frontage such as footway and cycleway provision or widening, and tree planting;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>Development of the site must have regard for the highly sensitive setting of this allocation site, with particular regard to the setting of the Central Conservation Area, Smart Street School and Tooley’s Almshouses.</u> • <u>Development proposals must be of a high quality design, respecting the existing two storey scale of development along Foundation Street; and</u> • <u>Design must address both Foundation Street and Smart Street with active, engaging frontages.</u> 				
IP012	<u>Peter’s Ice Cream</u>	<u>0.32</u>	<u>35</u>	<u>110dph (DM23a higher end of range).</u>

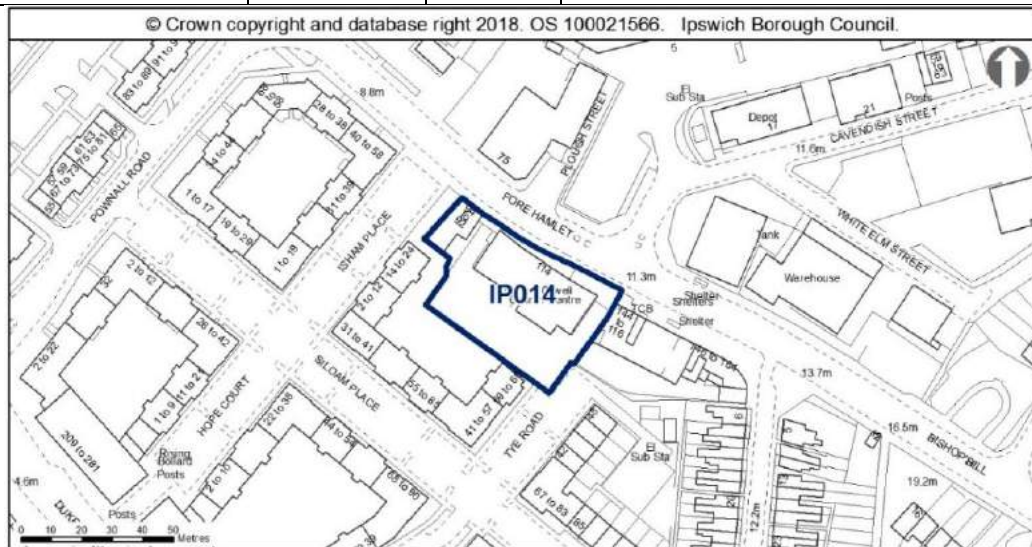
New Policy: Housing Allocations in the IP-One Area



Constraints:

- A transport assessment and travel plan will be required and any potential access constraints should be resolved prior to the submission of any planning application;
- An Air Quality Assessment is required;
- A contaminated land assessment will be required;
- The site is within the area of archaeological importance. An Archaeological Assessment will therefore be required;
- A proportionate Heritage Impact Assessment will be required;
- A site wide surface water management strategy is required;
- Development of the site should ensure that the design of the proposal addresses both Star Lane and Grimwade Street, and should look to reinstate an active street scene;
- The development of the site is a backdrop to the grade II* St Clements Church and therefore requires a high quality, bespoke approach to design;
- Opportunities should be taken to improve the public realm; and
- An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

IP014	Hope Church	0.21	25	120dph (DM23a, higher end of range)
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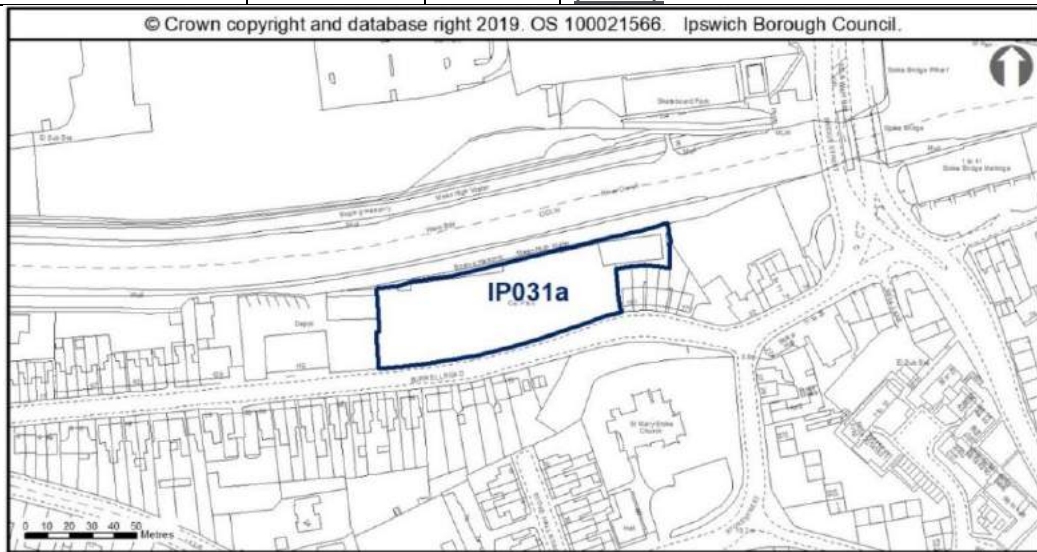
Constraints:

- A site wide surface water management strategy is required;
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- An Air Quality Assessment is required;

New Policy: Housing Allocations in the IP-One Area

- The 19th century dwellinghouse should be incorporated into the design proposal;
- The scale and massing of the proposed development should address the change in topography as Fore Hamlet transitions into Bishop Hill;
- The layout of the scheme should reflect the existing development to complete the courtyard block of Isham Place and Siloam Place and include details for the soft landscaping of the courtyard;
- An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- There is an existing foul sewer in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.

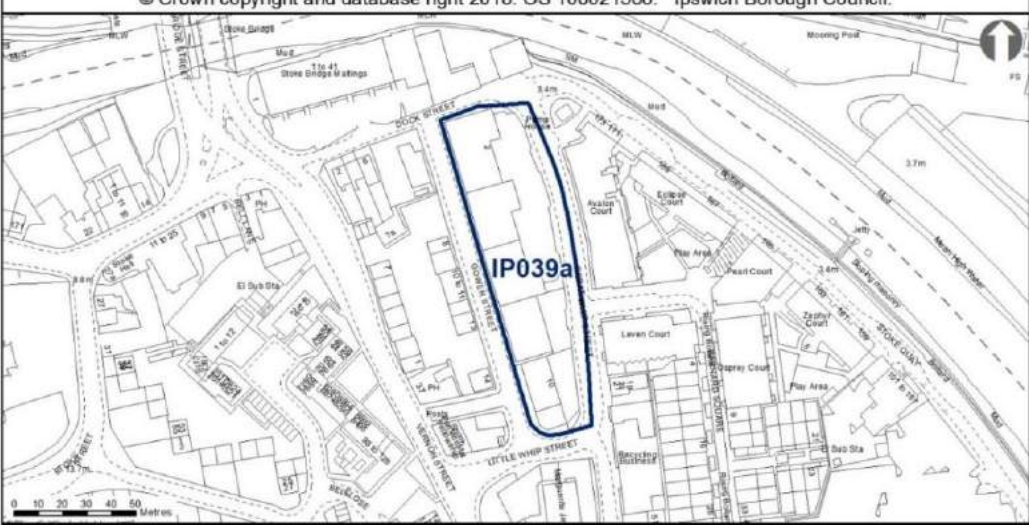
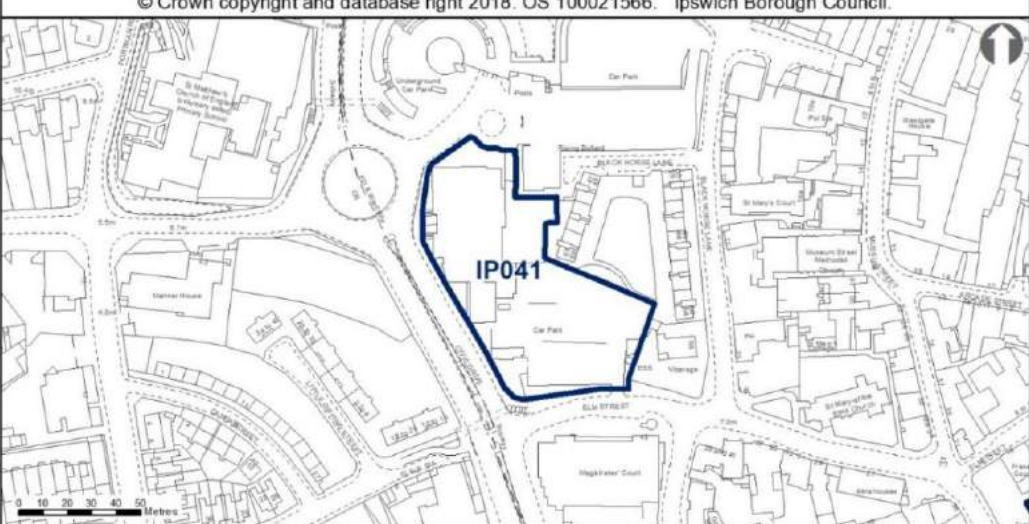
IP031a Car Park, Burrell Road 0.44 20 45dph (DM23b).



Constraints:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);
- An Air Quality Assessment is required;
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- Development would need to support the wildlife function of the wildlife corridor function of the river which is a County Wildlife Site;
- The site is within an Area of Archaeological Importance. Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on the proposed groundworks, conditions on consent informing these assessments may be appropriate, to inform archaeological investigation and mitigation, including paleo-environmental investigation;
- A proportionate Heritage Impact Assessment will be required;
- Development should have regard to the domestic scale of existing architecture within the Stoke Conservation Area;
- Development must take account of the River Corridor Buffer (10m);
- There is an existing foul sewer in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required; and
- The site allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.

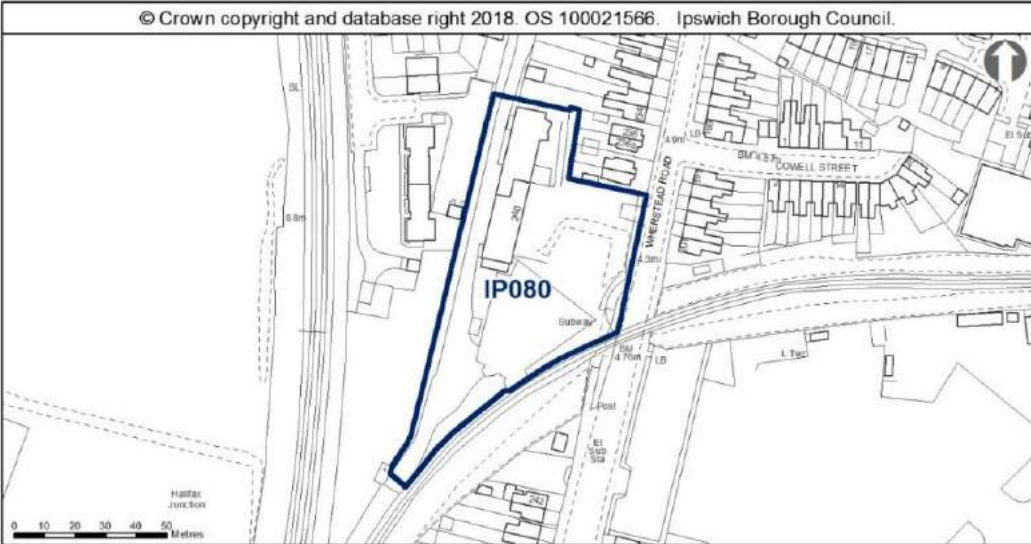
New Policy: Housing Allocations in the IP-One Area

IP039a	Land between Gower Street & Gt Whip Street	0.48	45	95dph (DM23a lower-mid range)
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);</u> • <u>The need for An Air Quality Assessment should be assessed;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>The site is immediately adjacent to a large Area of Archaeological Importance. An Archaeological Assessment will therefore be required;</u> • <u>A proportionate Heritage Impact Assessment will be required;</u> • <u>Development needs to respect the transition between the more built up character of the quay and domestic scale of architecture to the east;</u> • <u>Development should address all four boundaries with active and engaging frontages;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and</u> • <u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u> 				
IP041	Former Police Station, Civic Drive	0.52	58	110dph (DM23a) higher end of range).
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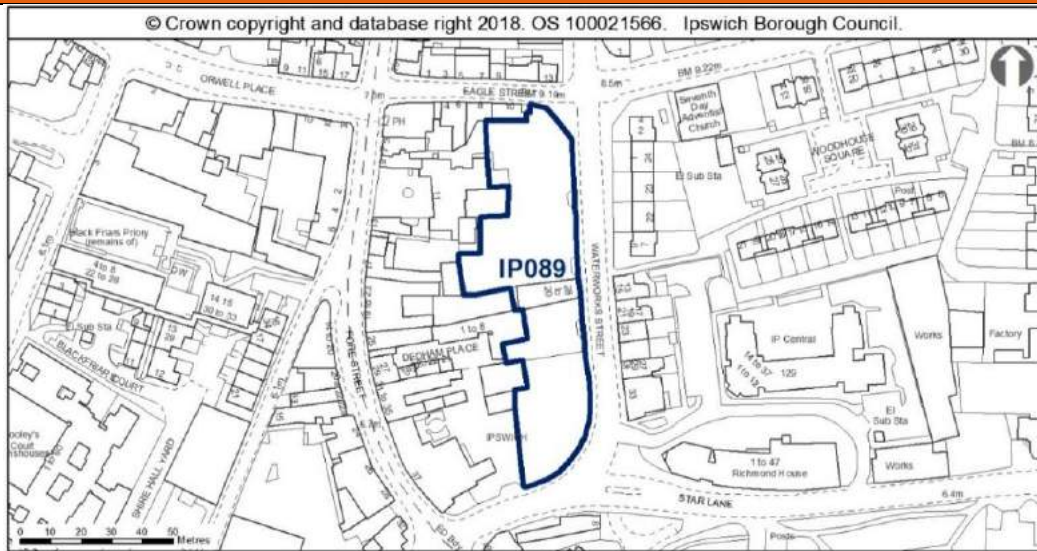
New Policy: Housing Allocations in the IP-One Area

	<p>Constraints:</p> <ul style="list-style-type: none"> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>Residential development should be designed so as not to be adversely affected by noise from the Wolsey Theatre;</u> • <u>The site is adjacent to the Central Conservation Area and Burlington Road Conservation Area. Development must protect or enhance the setting of the Conservation Areas;</u> • <u>An Archaeological Assessment is required as the site lies within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413); and</u> • <u>A Transport Assessment and Travel Plan will be required.</u> 			
IP064a	Land between Holywells Road and Holywells Park	1.20	66	45 dph (DM23b within IP-One Area and close to Waterfront
<p>Constraints:</p> <ul style="list-style-type: none"> • <u>Redevelopment is dependent on the appropriate relocation of existing uses</u> • <u>The site is within 250m of the access to a safeguarded minerals facility, the relationship with the safeguarded facility would need to be considered as part of the master planning and design of the allocation;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings, including the potential for indirect impacts from water contamination, particularly during construction;</u> • <u>An AQMA assessment is required;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);</u> • <u>Setting impacts on Holywells Park should be considered;</u> • <u>Desk based assessment should be undertaken ahead of any planning application, which will inform the nature and timing of any archaeological field assessment required;</u> • <u>A proportionate Heritage Impact Assessment will be required and this must include the consideration of the conservation of historic features;</u> • <u>Redevelopment must explore scope for additional non-vehicular access into Holywells Park;</u> • <u>Development should be of a domestic scale so as not to be visible in views out of the Holywells Park Conservation Area to the west;</u> • <u>The development of the site should introduce an active and engaging frontage to Holywells Road;</u> • <u>As the site is located adjacent to Holywells Park CWS the eastern boundary should be buffered from any development;</u> • <u>Any new greenspace should strengthen the local ecological network by siting adjacent to the Park;</u> • <u>Due to the proximity of the park, the lighting scheme should be designed to prevent light spillage into this area. Bats are particularly sensitive to increased light levels, so it is important to maintain dark corridors to support local ecological networks;</u> 				

New Policy: Housing Allocations in the IP-One Area

				<ul style="list-style-type: none"> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and</u> • <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination.</u>
IP080	240 Wherstead Road	0.49	27	55dph (DM23b). Linear layout would allow for slightly higher than average density.
	<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination;</u> • <u>The layout should support the wildlife corridor function of the railway line and strengthen the local ecological network by enhancement of onsite habitats adjacent to this feature. As such any residential lighting scheme should be designed to prevent light spillage into this area;</u> • <u>An ecological appraisal of this site should be undertaken prior to any clearance of vegetation, along with any specific surveys highlighted in the report;</u> • <u>Contamination assessment required and mitigation delivered to address any findings;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site-wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>Noise from the adjacent railway line will require appropriate mitigation;</u> • <u>Any permission will require an archaeological condition, subject to development details. This site is in the vicinity of Palaeolithic deposits, including the SSSI of the Stoke Bone Bed (IPS 163, IPS 468). It will require desk-based assessment in the first instance;</u> • <u>Transport Assessment is required including consideration of the possibility of providing a pedestrian and cycle link through to Wherstead Road from the existing housing to the west and improve the appearance of the subway ;</u> • <u>The allocation is within 250m of the access to the safeguarded minerals facility; and</u> • <u>The site features a steep rise in topography from Wherstead Road, which would require careful consideration in the development of this site, to avoid the erection of buildings on site levels which would overshadow or dominate the existing development.</u> 			
IP089	Waterworks Street	0.31	23	90dph less 5 existing units (DM23a lower end of range)

New Policy: Housing Allocations in the IP-One Area



Constraints:

- The site is partly within Central Conservation Area and adjacent to listed buildings and requires a proportionate heritage impact assessment;
- Development proposals therefore must have due regard to the sensitive historic context of this allocation site and include a frontage onto Waterworks Street;
- Tree Preservation Orders are in place on the site, these will require tree protection works during construction, other mature trees should be retained (an application for tree works may be required);
- Contamination assessment required and mitigation delivered to address any findings;
- Travel Plan and Transport Assessment required because of proximity to a AQMA;
- A site-wide surface water management strategy will be required because of surface water flooding in the locality (see Ipswich SFRA October 2020 Section 9.7 and Appendix A, Map 11B);
- An Archaeological Assessment would be required because this site is a large area on the edge of the Anglo-Saxon and Medieval core and within the Area of Archaeological Importance (IPS 413);
- In addition, the buildings are known to have supported bat species and therefore a bat survey including assessment of potential bat roosting features of the lime tree on the site is required;
and
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

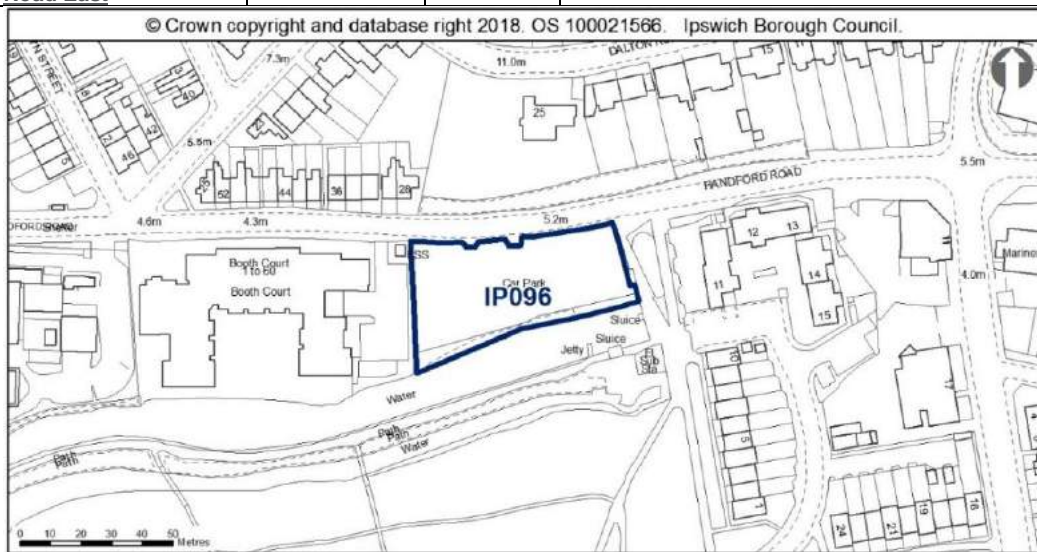
IP096

Car Park Handford Road East

0.22

22

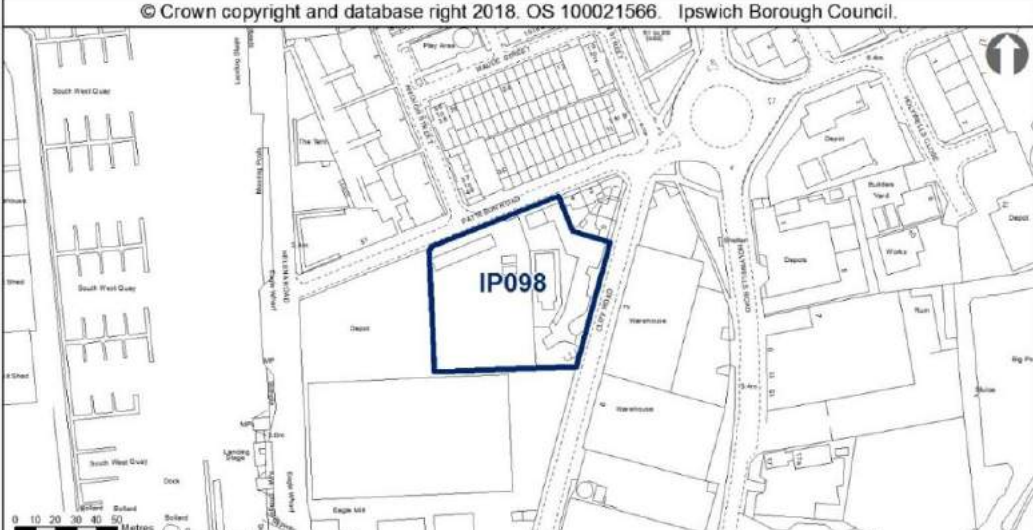
100dph (DM23a lower end of range)



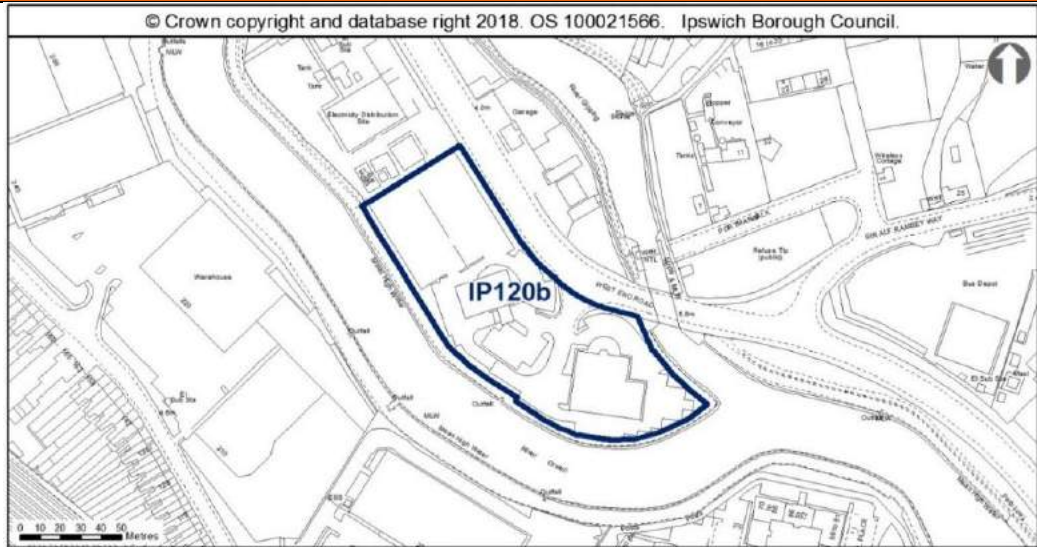
Constraints:

New Policy: Housing Allocations in the IP-One Area

- The design and layout needs to support the wildlife corridor function of the canal which is also a County Wildlife Site and Local Nature Reserve;
- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);
- Contamination assessment required and mitigation delivered to address any findings;
- An Archaeological Assessment would be required;
- A proportionate heritage impact assessment is required as the site is opposite the Burlington Road Conservation Area;
- Development must take account of the River Corridor Buffer (10m);
- Care should be taken to ensure that the proposed building addresses the elevation to the east onto Alderman Road which should contribute positively to the public space; and care should also be taken to utilise the canal to the south, addressing the canal frontage; and
- New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the tree belt along the southern boundary adjacent to the Alderman Canal CWS which should be assessed for their potential to support bat roosting. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8

IP098	Transco, south of Pattenon Road	0.57	62	110dph (DM23 higher end of range)
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> 				
<p>Constraints:</p> <ul style="list-style-type: none"> • <u>The existing gas governor should be relocated prior to development taking place;</u> • <u>A transport assessment and travel plan will be required because of the proximity to an AQMA;</u> • <u>Contamination assessment required and mitigation delivered to address any findings;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>The site is close to uses which are safeguarded through the Suffolk Minerals Core Strategy;</u> • <u>Any permission will require a condition relating to archaeological investigation because of potential for buried historic deposits;</u> • <u>A proportionate Heritage Impact Assessment is required because the site is located to the east of the Wet Dock Conservation Area, and to the west of the Holywells Park Conservation Area;</u> • <u>Proposals should ensure that new buildings have active elevations to both Pattenon Road and Cliff Road which provide visual interest to the street scene, avoiding repetitive fenestration schemes and external finishes and reflect the historic setting of the site; and</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> 				
IP120b	Land west of West End Road	1.03 (80% to avoid development adjacent to sub station)	103	125dph (DM23a lower end of range)

New Policy: Housing Allocations in the IP-One Area

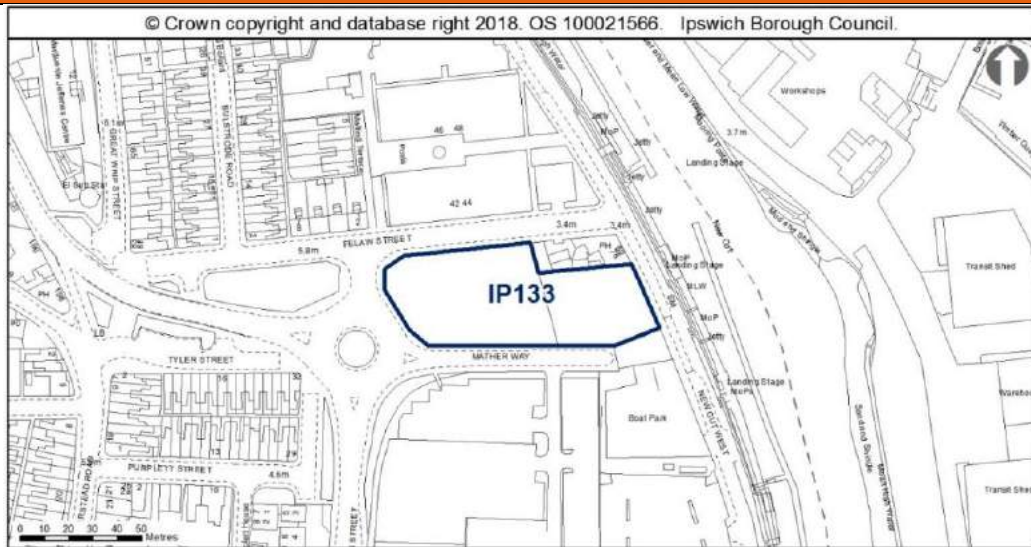


Constraints:

- Redevelopment is dependent on the appropriate relocation of existing uses
- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- Development should provide access to the river frontage and positively relate to residential development across the river;
- The local ecological network should be enhanced through enhancement of existing onsite habitats;
- The adjacent River is a County Wildlife Site. It is also a key part of the Wildlife Network and further bird surveys should be undertaken;
- Scrub alongside the river provides valuable habitat for birds and as much as possible should be retained;
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- Development should visually buffer the nearby substation and leave appropriate easement;
- Depending on the nature of the proposed groundworks, a condition relating to a programme of archaeological work may be applied, with desk-based assessment and paleoenvironmental assessment in the first instance;
- Development must take account of the river corridor buffer (10m); and
- Proposals would need to address both principal frontages.

IP133	South of Felaw Street	0.37	45	120dph (DM23Based on 10/00418/VC for 47 dwellings expired Feb 2014 & pre-application discussion)
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New Policy: Housing Allocations in the IP-One Area

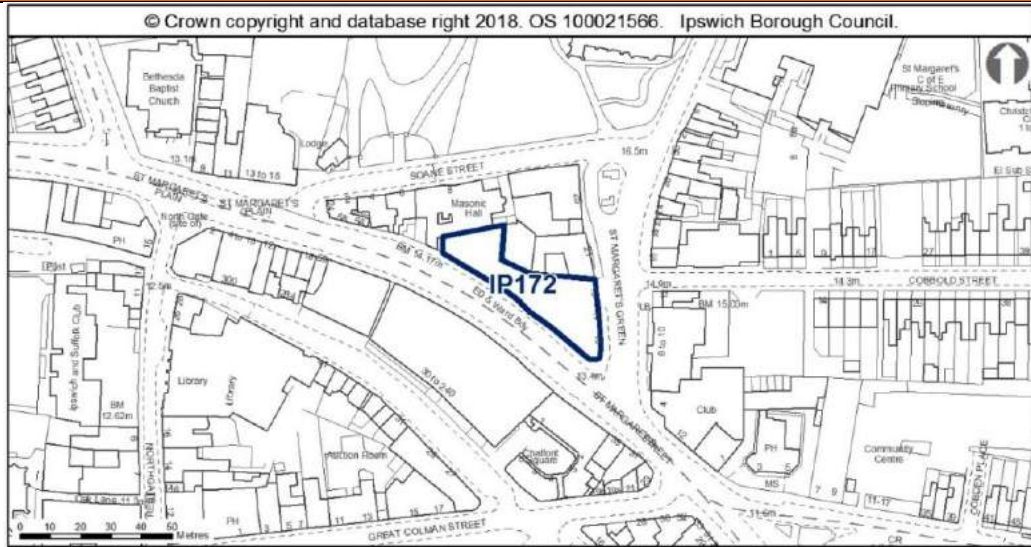


Constraints:

- New Development should retain as much of the existing habitat as possible and integrate it within the landscaping scheme;
- A proportionate Heritage Impact Assessment will be required as the site is within the Central Conservation Area. Development proposals will be required to enhance the Conservation Area;
- The site is within the Area of Archaeological Importance. An Archaeological Assessment will therefore be required;
- On site open space will be required in accordance with Policy DM6;
- This site is located adjacent to the River Orwell County Wildlife Site. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme. Greenspaces should be interlinked to provide functional ecological corridors for a range of species and as much as possible they should connect with wider offsite ecological networks, particularly the River Orwell County Wildlife Site;
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility;
- A bespoke approach to design will be required, to both respect the height of the Streamboat Tavern; whilst also being of a scale and design which contributes positively to the Wet Dock, visible in views across the Conservation Area;
- Development must respond to the Grade II listed maltings, and be of an appropriate scale so as not to provide a tunnel effect to Felaw Street;
- The design of new development should address Mather Way and the roundabout to the west with a distinctive landmark design; and
- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B).

IP172	15-19 St Margaret's Green	0.08	9	DM23110dpH. Planning permission for student accommodation lapsed and unlikely to proceed (08/00511/FUL)
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New Policy: Housing Allocations in the IP-One Area



Constraints

- An Air Quality Assessment is required as the site is located within an AQMA;
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- The site is within the Central Conservation Area and will need to protect or enhance it. A proportionate Heritage Impact Assessment will be required;
- The site is within the Area of Archaeological Importance and close to a Scheduled Monument. An Archaeological Assessment will therefore be required;
- Development should reflect the scale of historic buildings and should provide an active frontage which engages with both St Margaret's Green and St Margaret's Street; and
- Development should be of a distinctive design which turns the corner of the junction to provide a landmark building.

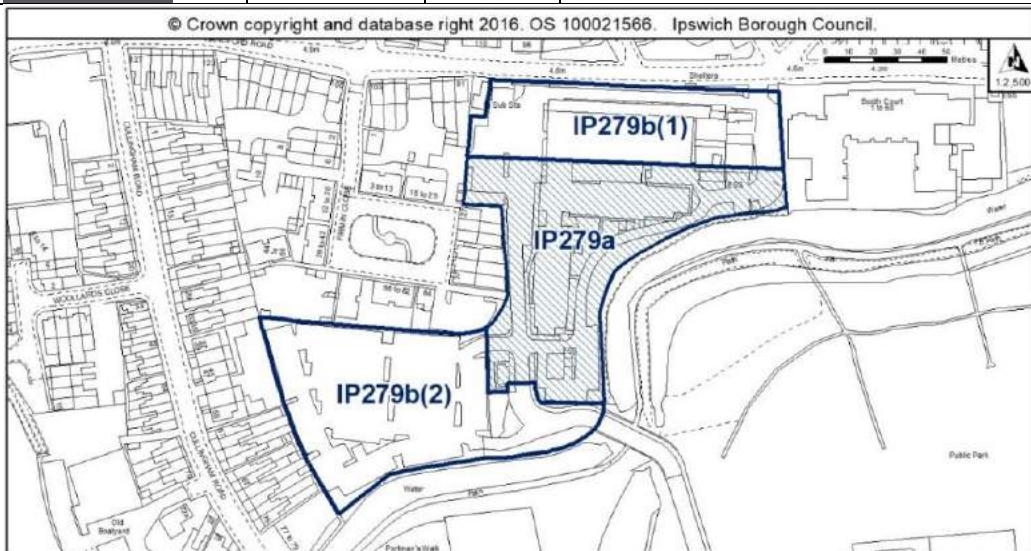
**IP279B
1**

**Land north of Former
British Telecom
Office, Bibb Way**

0.44

35

Based on master planning work with IP279A



Constraints:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);
- Development will be required to address the canal frontage appropriately;
- Development should provide public cycle and pedestrian access through from Bibb Way to Handford Road;

New Policy: Housing Allocations in the IP-One Area

- A contaminated land assessment will be required and mitigation delivered to address any findings;
- An Archaeological Assessment will be required;
- A site wide surface water management strategy is required;
- A transport assessment and travel plan will be required;
- The site is adjacent to the Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve;
- The site may have wildlife interest an ecological and reptile survey will be needed;
- Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced;
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- Any future greenspace should be incorporated into future development, unless other means of biodiversity enhancement are appropriate;
- An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application;
- Development should improve pedestrian and vehicular access between Handford Road and Portman’s Walk along Bibb Way to improve permeability through the town; and
- New development should respect the domestic scale of adjacent architectural influences.

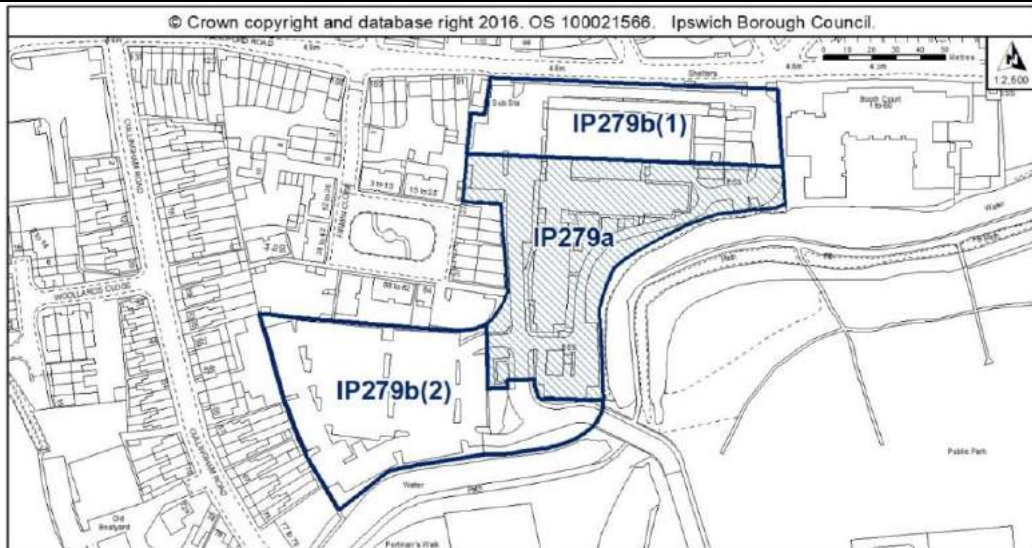
IP279B
2

Land south of Former
British Telecom
Office, Bibb Way

0.61

37

Based on master planning work with IP279A



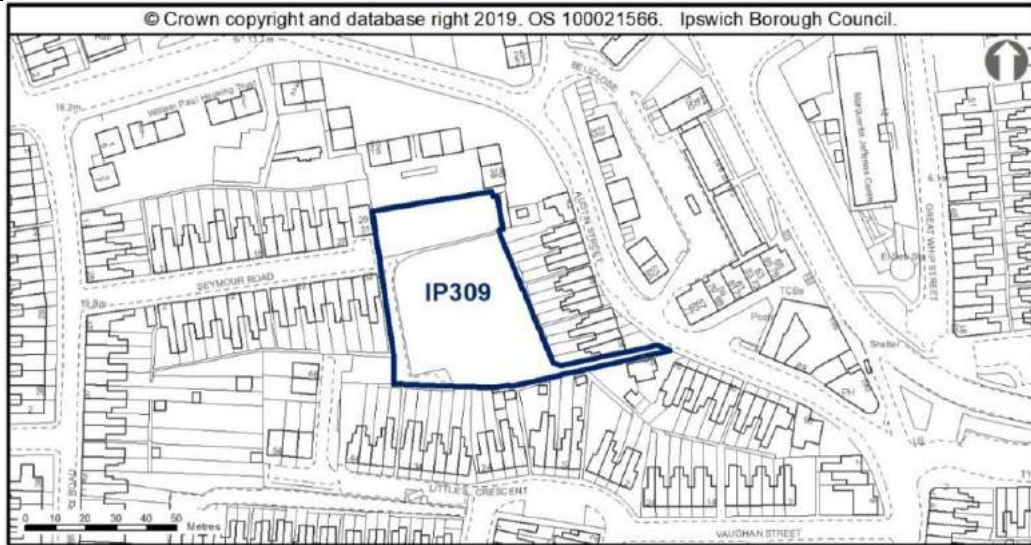
Constraints:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);
- Development will be required to address the canal frontage appropriately;
- Development should provide public cycle and pedestrian access through from Bibb Way to Handford Road;
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- An Archaeological Assessment will be required ;
- A site wide surface water management strategy is required;
- A transport assessment and travel plan will be required;
- The site is adjacent to the Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve;
- The site may have wildlife interest an ecological and reptile survey will be needed;
- Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced;
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;

New Policy: Housing Allocations in the IP-One Area

- Any future greenspace should be incorporated into future development, unless other means of biodiversity enhancement are appropriate;
- An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application;
- Development must take account of the River Corridor Buffer (10m);
- Development must also include pedestrian/cycle access along the river to allow for a continuous route to connect to the site IP355;
- Development should improve pedestrian and vehicular access between Handford Road and Portman’s Walk along Bibb Way to improve permeability through the town; and
- New development should respect the domestic scale of adjacent architectural influences.

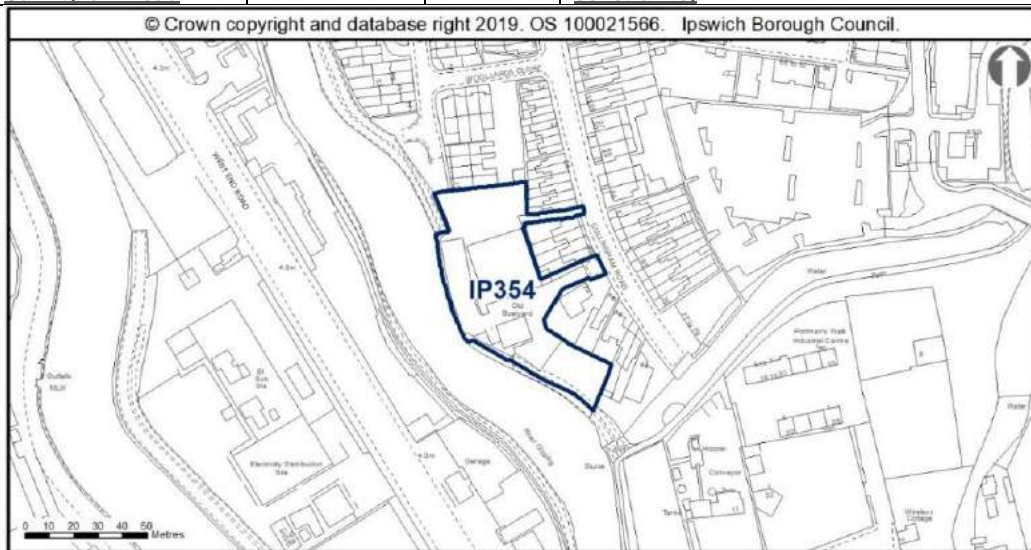
IP309	Former Bridgeward Social Club, 68a Austin Street	0.28	15	54dph DM23 b. (Higher end based on proximity to local centre)
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Constraints:

- A transport assessment and travel plan will be required. Austin Street should be for pedestrian and cycleway use only. Vehicular traffic should be via Seymour Road;
- Prior to any development a Preliminary Ecological Appraisal should be undertaken alongside any specific detailed survey recommended in that report, due to the nature of the site the report should also include the potential for invasive species; and
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

IP354	72 (Old Boatyard) Cullingham Road	0.34	14	40dph (Less than 90dph due to site constraints)
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New Policy: Housing Allocations in the IP-One Area

	<p>Constraints:</p> <ul style="list-style-type: none"> • A contaminated land assessment will be required and mitigation delivered to address any findings; • A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F); • Development must take account of the River Corridor Buffer (10m); and • The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It is likely that archaeological considerations could be managed through conditions on consent. An Archaeological Assessment will be required. 				
IP355	77-79 Cullingham Road	0.06	6	100dph (based on location in Portman Quarter)	
	<p>Constraints:</p> <ul style="list-style-type: none"> • A contaminated land assessment will be required and mitigation delivered to address any findings; • A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F); • Development must take account of the River Corridor Buffer (10m); • Development must safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way; and • The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It is likely that archaeological considerations could be managed through conditions on consent. An Archaeological Assessment will be required 				
Total			728		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 To reduce poverty and social exclusion	IP011a +	The proposed development at all of the sites under this policy would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. The proposed development would therefore be likely to help ensure new residents do not feel excluded. The proposed development at site IP014 would lead to the loss of Hope Church. The current site use is for the Orwell Centre which houses Hope Church. Development would not proceed until the current site use is relocated and so there would be no loss in	IP011a +	M-LT	M
	IP011b +		IP011b +	M-LT	M
	IP011c +		IP011c +	M-LT	M
	IP012 +		IP012 +	M-LT	M
	IP014		IP014	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty	
	+	community services overall, although some local residents may find they now need to travel further to reach their church.	+			
	IP031a			IP031a	S-LT	M
	+			+		
	IP039a			IP039a	M-LT	M
	+			+		
	IP041			IP041	M-LT	M
	+			+		
	IP064a			IP064a	S-LT	L
	+			+		
	IP080			IP080	M-LT	M
	+			+		
	IP089			IP089	M-LT	M
	+			++		
	IP096			IP096	M-LT	M
	+			+		
	IP098			IP098	M-LT	M
	+			+		
	IP120b			IP120b	S-LT	L
	+		+			
	IP133		IP133	M-LT	M	
	+		+			
	IP172		IP172	M-LT	M	
	+		+			
	IP279B(1)		IP279B(1)	S-LT	M	
	+		+			
	IP279B(2)		IP279B(2)	S-LT	M	
	+		+			
	IP309		IP309	S-LT	M	
	+		+			
	IP354		IP354	S-LT	M	
	+		+			
	IP355		IP355	S-LT	M	
	+		+			
2	IP011a	IP011a would deliver 18 dwellings. IP011b provides 56 new homes. IP011c provides 7 new homes. IP012 would deliver 35 dwellings. IP014 provides 25 new homes. IP031a provides 20 new homes. IP039a would deliver 45 dwellings. IP014 would deliver 45 dwellings. IP041 will provide 58 new homes. IP064a will provide 66 new homes. IP080 would deliver 27 dwellings. IP089 would deliver 23 dwellings. IP096 would deliver 20 dwellings. IP098 would deliver 62 dwellings. IP120b will provide 103 new homes. IP133 would deliver 45 dwellings. IP172 would deliver 9 dwellings. IP279B(1) provides 18 new homes. IP279B(2) provides 29 new homes. IP309 provides 15 new homes. IP354 provides 24 new homes. IP355 provides 6 new homes. Policy CS12 will apply for those sites proposed for 15 or more dwellings regarding affordable housing.	IP011a	M-LT	M	
	+		+			
	IP011b		IP011b	M-LT	M	
	+		+			
	IP011c		IP011c	M-LT	M	
	+		+			
	IP012		IP012	M-LT	M	
	+		+			
	IP014		IP014	M-LT	M	
	+		+			
	IP031a		IP031a	S-LT	M	
	+		+			
	IP039a		IP039a	M-LT	M	
	+		+			
	IP041		IP041	M-LT	M	
+	+					
IP064a	IP064a	M-LT	M			
+	+					
IP080	IP080	M-LT	M			
+	+					
IP089	IP089	M-LT	M			
+	+					
IP096	IP096	M-LT	M			
+	+					
IP098	IP098	M-LT	M			
+	+					

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP120b +		IP120b +	M-LT	M
	IP133 +		IP133 +	M-LT	M
	IP172 +		IP172 +	M-LT	M
	IP279B(1) +		IP279B(1) +	S-LT	M
	IP279B(2) +		IP279B(2) +	S-LT	M
	IP309 +		IP309 +	S-LT	M
	IP354 +		IP354 +	S-LT	M
	IP355 +		IP355 +	S-LT	M
3	IP011a ++	The proximity of site IP011a to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of the site. The site would situate new residents within an existing community.	IP011a ++	M-LT	M
	IP011b ++	IP011b is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park). The policy requires a transport assessment and travel plan to be prepared.	IP011b ++	M-LT	M
	IP011c ++	IP011c is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park). The site layout should allow for improvements to the Star Lane frontage such as footway and cycleway provision or widening, and tree planting.	IP011c ++	M-LT	M
	IP012 ++	The proximity of site IP012 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of the site. The site would situate new residents within an existing community. A transport assessment and travel plan will be required. Opportunities should be taken to improve the public realm – indirect positive impact on modal shift to walking.	IP012 ++	M-LT	M
	IP014 ++	IP014 is within 1 km of a GP surgery (Orchard Road Medical Practice), a sports facility (Goals Ipswich) and within 300m of a green public space (Alexandra Park).	IP014 ++	M-LT	M
	IP031a ++	IP031a is within 1 km of a multiple GP surgeries. The site is 500m of a sports facility and within 1km of a green public space. The site's proximity to services, amenities and employment areas would be likely to encourage walking and cycling.	IP031a ++	S-LT	M
	IP039a +	The proximity of the sites IP039a and IP133 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 2km of the sites. Both sites would situate new residents within an existing community.	IP039a +	M-LT	M
	IP041 ++	IP041 is within 500m of a GP surgery (Barrack Lane Medical centre) and within 300m of a sports facility (The Gym – St Matthews Court). A transport assessment and travel plan will be required under this policy.	IP041 ++	M-LT	M
	IP064a ++	IP064a is located adjacent to the Holywells Park and within 500m of Holywells Park Play Area and a Sport Facility (adjacent to The Margaret Catchpole Pub). The site is within 1km of a GP surgery (The Derby Road Practice). Site is a housing site in proximity to an existing community. The policy ensure that the redevelopment at	IP064a ++	M-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP080 +	this site explores scope for additional non-vehicular access into Holywells Park.	IP080 +	M-LT	M
	IP089 ++	The proximity of site IP080 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Stoke Park Medical Practice, is within 2km of the site. The site would situate new residents within an existing community.. A transport assessment is required under the policy, including consideration of the possibility of providing a pedestrian and cycle link through to Wherstead Road from the existing housing to the west and improve the appearance of the subway.	IP089 ++	M-LT	M
	IP096 ++	The proximity of site IP089 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of the site. The site would situate new residents within an existing community. A transport assessment and travel plan will be required under this new policy.	IP096 ++	M-LT	M
	IP098 +	The proximity of site IP096 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 500m of IP096. The site would situate new residents within an existing community.	IP098 +	M-LT	M
	IP120b ++	The proximity of site IP098 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Felixstowe Road Medical Practice, is within 2km of the site. The site would situate new residents within an existing community. A transport assessment and travel plan will be required under the new policy.	IP120b ++	S-LT	L
	IP133 +	IP120b is within 700m of Burlington Surgery and 500m of a park and play area. The site would situate new residents within an existing community. Development should provide access to the river frontage and positively relate to residential development across the river.	IP133 +	M-LT	M
	IP172 ++	The proximity of site IP172 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP to IP172 Orchard Medical Practice is within 500m. The site would situate new residents within an existing community.	IP172 ++	M-LT	M
	IP279B(2) ++	Sites IP279B(1) and IP279B(2) are within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities).The policy requires development at both sites to provide public cycle and pedestrian access through from Bibb Way to Handford Road. Development is also required to improve pedestrian and vehicular access between Handford Road and Portman’s Walk along Bibb Way to improve permeability through the town. transport assessment and travel plan will be required. Development must also include pedestrian/cycle access along the river to allow for a continuous route to connect to the site IP355.	IP279B(1) ++	S-LT	M
	IP279B(2) ++	IP309 is within 1.5 km of a multiple GP surgeries and within 1km of a sports facility and green public space. The site’s proximity to services, amenities and employment areas would be likely to encourage walking and cycling. A transport assessment and travel plan will be required under the policy, Austin Street should be for pedestrian and cycleway use only.	IP279B(2) ++	S-LT	M
	IP309 +	Sites IP354 and IP355 are within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities). Development at IP355 is required to safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way under the new policy.	IP309 +	S-LT	M
	IP354 ++	Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	IP354 ++	S-LT	M
	IP355 ++		IP355 ++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty	
		Policy DM21 requires the preparation of a travel plan and transport assessment is a site is in proximity to an AQMA. An air quality assessment may also be required.				
4	To improve the quality of where people live and work	IP011a -	IP011a is within 50m of the A1022 and is therefore likely to expose residents to a source of noise, air or light pollution.	IP011a +	S-LT	M
		IP011b -	IP011b is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution.	IP011b +	M-LT	M
		IP011c -	Developing the site may contribute to remedying existing noise and air pollution, associated with the bus terminus. IP011c is within 100m of the A1022 and is therefore likely to expose residents to a source of noise, air or light pollution.	IP011c +	M-LT	M
		IP012 -	IP012 is adjacent to the intersection of the A1156 and A1022. The proposed development at the site would be therefore likely to expose residents to a source of noise, air or light pollution.	IP012 +	S-LT	M
		IP014 -	IP014 is adjacent to the A1156 and is therefore likely to expose residents to a source of noise, air or light pollution.	IP014 +	M-LT	M
		IP031a -	IP031a would situate new residents' adjacent to the B1073 which would be a source of noise, air and light pollution.	IP031a +	S-LT	L
		IP039a -	IP039a is within 50m of the A137 and is therefore likely to expose residents to a source of noise, air or light pollution. The site has potential for contaminated land and developing the site is likely to lead to the remediation of contaminated land, associated with the industrial site (e.g. CVS (Anglia), Medi-Plinth, Johnstone Leylands etc.), resulting in the elimination of a potential environmental hazard.	IP039a +	S-LT	M
		IP041 -	Redevelopment is dependent on the appropriate relocation of existing uses.	IP041 -	S-LT	M
		IP064a -	IP080 is adjacent to the A137 and is within 50m of a railway line, therefore this development is likely to expose residents and to sources of noise, air or light pollution. Noise from the adjacent railway line will require appropriate mitigation. The site features a steep rise in topography from Wherstead Road, which would require careful consideration in the development of this site, to avoid the erection of buildings on site levels which would overshadow or dominate the existing development.	IP064a O	S-LT	L
		IP080 -		IP080 -	S-LT	M
		IP089 -	IP089 is adjacent to the A1156 and are therefore likely to expose residents to a source of noise, air or light pollution. In addition, the southern boundary of IP089 is coincident with an AQMA. The proposed development at this location would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at this location would be exposed to dangerous levels of air pollutants associated with the AQMA.	IP089 -	S-LT	M
		IP096 -	IP096 is adjacent to the A1071. Therefore, this development is likely to expose residents and business users to sources of noise, air or light pollution.	IP096 -	S-LT	M
		IP098 -	IP098 is adjacent to industrial and shipping areas and development may therefore expose residents to a source of noise, air or light pollution. Existing gas governor should be relocated before development taking place.	IP098 O	S-LT	M
IP120b -		IP120b	S-MT	L		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP133 -	<p>IP120b is located adjacent to the A137 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise. Redevelopment is dependent on the relocation of existing uses. Development should visually buffer the electricity substation and leave appropriate easement.</p> <p>IP133 is adjacent to the A137 and is therefore likely to expose residents to a source of noise, air or light pollution.</p> <p>IP172 is adjacent to the A1156 and therefore are likely to expose resident to source of noise, air and light pollution.</p> <p>IP279B(1) is adjacent to the A1071 and is therefore likely to expose residents to a major source of noise, air or light pollution.</p> <p>IP279B(2) and IP309 are unlikely to have a discernible effect on people's exposure to hazards or noise.</p> <p>IP354 & IP355 are within 50m of CEMEX Cement works which would be likely to expose residents to a major source of noise, air or light pollution. However, the CEMEX Cement works site has been allocated for housing (IP003).</p> <p>An air quality assessment is required under this new policy for sites IP011a, IP011b, IP011c, IP012, IP014, IP031a, IP039a and IP172. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy.</p> <p>DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.</p> <p><i>Any site located adjacent to a main road should be required to be accompanied by an air quality and noise assessment.</i></p>	IP133 -	S-LT	M
	IP172 -		IP172 +	S-LT	M
	IP279B(1) -		IP279B(1) -	S-LT	L
	IP279B(2) O		IP279B(2) O	S-LT	L
	IP309 O		IP309 O	S-LT	L
	IP354 -		IP354 -	S-LT	L
	IP355 -		IP355 -	S-LT	L
5	IP011a +	<p>Site IP014 is located within 1km of Clifford Road Primary School. Sites IP039a, IP133 and IP309 are located within 500m of Hillside Primary School and Nursery</p> <p>Sites IP098 and IP120b are located within 1km of Cliff Lane Primary School Primary School.</p> <p>Sites IP011a, IP011b, IP011c, IP012, IP014, IP080 and IP089 are located within 1km of St Helen's Nursey and Primary School</p> <p>Sites IP031a, IP041, IP096, IP279B(1) and IP279B(2) are located within 500m of St Matthew's Church of England Primary School. IP354 is within 500m and IP355 is within 600m of Handford Hall Primary School.</p> <p>IP120b is located within 500m of Ranelagh Primary School and the Triangle Children's Nursery.</p> <p>IP172 is located within 500m of St Margaret's Church of England Primary school</p> <p>Sites IP011a, IP011b, IP011c, IP012, IP014, IP031a, IP133, IP039a, IP064a, IP080, IP089, IP096, IP098, IP120b, IP172, IP279B(1), IP279B(2), IP309, IP354 and IP355 are located within 2km of Stoke High Secondary School.</p> <p>Sites IP041, IP096, IP279B(1), IP279B(2), IP354 and IP355 are located within 2km of Stone Lodge Academy. Site IP014 is within 2km of Copleston High Secondary School.</p> <p>IP279B(1), IP279B(2), IP354 and IP355 is located within 2km of St Joseph's College.</p> <p>Sites IP011b, IP011c, IP014, IP031a, IP041, IP064a, IP120b, IP279B(1) & B(2), IP309, IP354 and IP355 is within 2km of The University of Sussex campus.</p>	IP011a +	S-MT	L
	IP011b +		IP011b +	S-MT	L
	IP011c +		IP011c +	S-MT	L
	IP012 +		IP012 +	S-MT	L
	IP014 +		IP014 +	S-MT	L
	IP031a +		IP031a +	S-LT	L
	IP039a +		IP039a +	S-MT	L
	IP041 +		IP041 +	S-MT	L
	IP064a +		IP064a +	S-MT	L
	IP080 ++		IP080 ++	S-MT	L
	IP089 ++		IP089 ++	S-MT	L
	IP096 ++		IP096 ++	S-MT	L
	IP098 +		IP098 +	S-MT	L
	IP120b ++		IP120b ++	S-MT	L
	IP133 +		IP133 +	S-MT	L
IP172	IP172	S-MT	L		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	++		++		
	IP279B(1) +		IP279B(1) +	S-LT	L
	IP279B(2) +		IP279B(2) +	S-LT	L
	IP309 ++		IP309 ++	S-LT	L
	IP354 +		IP354 +	S-LT	L
	IP355 +		IP355 +	S-LT	L
6	IP011a -	<p>IP011a is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site does not coincide with, is not adjacent to and is not within 100m of a water body. The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development. IP011b is within the groundwater SPZ3. The proposed development would be expected to result in a net increase in water consumption in relation to existing levels. There are no water bodies within 100m of the site, and no other known impacts on water quality issues. A contaminated land assessment and a surface water management strategy is required under this policy.</p> <p>IP011c is within the groundwater SPZ 3. The proposed development would also be expected to result in a net increase in water consumption.</p> <p>There are no water bodies within 100m of the site, and no other known impacts on water quality issues. Policy CS1 is appropriate. DM4 is appropriate and DM18 covers contamination. Surface water management strategy is required. Contaminated land assessment is required.</p> <p>IP012 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP012 does not coincide with, is not adjacent to and is not within 100m of a water body. A contaminated land assessment and a surface water management strategy is required under this policy.</p> <p>IP014 is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100m of the site, and no other known impacts on water quality issues. A contaminated land assessment and a surface water management strategy is required under this policy. There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</p> <p>IP031a is located adjacent to the River Orwell. The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. Development at IP031a would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take this into account. This existing infrastructure is protected by easements and should not be</p>	IP011a -	S-MT	L
	IP011b -		IP011b +	S-MT	L
	IP011c -		IP011c +	S-MT	L
	IP012 -		IP012 +	S-LT	L
	IP014 -		IP014 -	S-MT	L
	IP031a --		IP031a -	S-LT	L
	IP039a --		IP039a -	S-MT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP041 -	<p>built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. A contaminated land assessment and a surface water management strategy is required under this policy. IP039a is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP039a is within 50m of the River Orwell. A contaminated land assessment is required under the new policy.</p> <p>IP041 is within the Groundwater Source Protection Zone 3. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. The proposed development would also be expected to result in a net increase in water consumption. A contaminated land assessment and a surface water management strategy is required under this policy.</p> <p>IP064a is adjacent to a waterbody (Big Pond). The site falls within a total catchment Source Protection Zone (SPZ) 3. The proposed development would also be expected to result in a net increase in water consumption. A contaminated land assessment is required under this policy.</p> <p>IP080 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of IP080. A contaminated land assessment and surface water management strategy is required to be prepared under this policy.</p> <p>IP089 site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site does not coincide with, is not adjacent to and is not within 100m of a water body. A contaminated land assessment and a surface water management strategy is required under this policy.</p> <p>IP096 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP096 is within 50m of Alderman Canal west and the River Gipping. IP096 is adjacent to Alderman Canal East. Development at IP096 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. Whilst the construction phase could potentially pose a risk to water quality, the proposed development at the site would also be an opportunity to incorporate measures that reduce the risk of contamination or pollution from surface run-off at these previously developed and hard-standing locations. A contaminated land assessment and a surface water management strategy is required under this policy. Development design should take account of the 10m river buffer.</p> <p>IP098 is within 100m of the River Orwell. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A contaminated land assessment and a surface water management strategy is required under this policy.</p> <p>IP120b is located adjacent to a waterbody (e.g. River Gipping). The proposed development would also be expected to result in a net increase in water consumption. The site is within the Groundwater Source Protection Zone 3. Development at IP120b would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. A contaminated land assessment is required under this policy. Development design should take account of the 10m river buffer.</p> <p>IP133 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. The site is adjacent to the River Orwell. This site is located adjacent to the River Orwell County Wildlife Site. The new policy requires a contaminated land</p>	IP041 -	S-MT	L
	IP064a --		IP064 -	S-LT	M
	IP080 -		IP080 -	S-LT	L
	IP089 -		IP089 -	S-MT	L
	IP096 -		IP096 +/-	S-MT	L
	IP098 --		IP098 -	S-LT	L
	IP120b --		IP120b -	S-MT	L
	IP133 --		IP133 -	S-MT	L
	IP172 -		IP172 -	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP279B(1) -	assessment to be completed. The policy also requires new development to retain as much of the existing habitat as possible and integrate it within a landscaping scheme. Greenspaces should be interlinked to provide functional ecological corridors for a range of species and as much as possible they should connect with wider offsite ecological networks, particularly the River Orwell County Wildlife Site.	IP279B(1) +	S-LT	L
	IP279B(2) --	IP172 is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site. A contaminated land assessment is required under the new policy.	IP279B(2) -	S-LT	L
	IP309 -	IP279B(2) is adjacent to water bodies and IP279B(1) is within 25m of a water body. Development must take account of the River Corridor Buffer (10m) where no development should take place. The site is within Groundwater Source Protection Zone 3. The proposed developments would also be expected to result in a net increase in water consumption. A surface water management strategy and a contaminated land assessment is required under the new policy. In addition, the policy requires site IP279B(2) to be designed to take into account of the 10m river buffer.	IP309 -	S-LT	L
	IP354 --	No water bodies within 100 m of site IP309, and no other known impacts on water quality issues. The site is within Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.	IP354 -	S-LT	L
	IP355 --	IP354 site is adjacent to the River Gipping. IP354 and IP355 are adjacent to Alderman Canal. Both sites are within Groundwater Source Protection Zone 3. The proposed developments would also be expected to result in a net increase in water consumption. Development at IP354 and IP355 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. Both sites are required to undertake a contaminated land assessment under this policy. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP355 -	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	IP011a -	Due to the scale of proposed development at IP011a and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP011a +	M-LT	M
	IP011b -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy constraint for this site requires an air quality assessment.	IP011b +	M-LT	M
	IP011c -	The proposed development at IP011b has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. This would be expected to make achieving air quality improvement targets in the nearby AQMA, of which a small area of the site is within, more difficult. The policy constraint for this site requires an air quality assessment.	IP011c +	M-LT	M
	IP012 -	IP011c has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy constraint for this site requires an air quality assessment.	IP012 +	M-LT	M
	IP014 -	Due to the scale of proposed development at site IP012 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP014 +	M-LT	M
		Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy constraint for this site requires an air quality assessment.			

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP031a -	IP014 has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy constraint for this site requires an air quality assessment.	IP031a +	S-LT	L
	IP039a -	The proposed development at site IP031a would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic. The policy constraint for this site requires an air quality assessment.	IP039a +	M-LT	M
	IP041 -	Due to the scale of proposed developments at sites IP039a & IP133, and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. The policy constraint for Site IP039a requires the need for an air quality assessment to be scoped.	IP041 -	M-LT	M
	IP064a -	IP041 has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.	IP064a +	M-LT	M
	IP080 -	IP064a has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy constraint for this site requires an air quality assessment.	IP080 +	M-LT	M
	IP089 --	Due to the scale of proposed development at IP080 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. There is also a policy constraint requirement for a transport assessment which will help to promote sustainable transport modes.	IP089 -	M-LT	M
	IP096 +	The southern boundary of IP089 is in an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP096 +	M-LT	M
	IP098 -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy constraint for this site requires a travel plan and transport assessment to be provided due to the proximity to the nearby AQMA.	IP098 +	M-LT	M
	IP120b -	The construction and operation of the proposed development at site IP096 would be likely to be a source of air pollution to some extent. However, given the sites' existing uses as car parks and bus depots the proposed development could lead to a reduction in air pollution at the site, particularly as site users would have good access to public transport modes.	IP120b -	M-LT	M
	IP133 -	Due to the scale of proposed development at site IP098 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. The policy constraint for this site requires a travel plan and transport assessment to be provided due to the proximity to the nearby AQMA.	IP133 -	M-LT	M
	IP172 +/-	IP120b has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.	IP172 +	M-LT	M
	IP279B(1) -	Due to the scale of proposed development at site IP172 and the associated increase in traffic, the proposed development at the site would be likely to be a source of some degree of air pollution.	IP279B(1) +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP279B(2) -	<p>Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. IP172 is currently used as a car wash. Converting the site to housing could potentially reduce the number of vehicles driving to and from the site and may therefore help to improve air pollution at this location. The policy constraint for this site requires an air quality assessment.</p> <p>IP279B(1) and IP279B(2) have the potential to moderately increase emissions to air due to the scale of proposed developments and associated increase in traffic. There is also a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.</p> <p>IP309 has potential to increase emissions to air due to the development and associated increase in traffic. There is also a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.</p> <p>IP354 and IP355 have the potential to moderately increase emissions to air due to the scale of proposed developments and associated increase in traffic. The development of IP355 also seeks to safeguard capacity for a footpath and cycle path to connect Cullingham Road with Bibb Way which will help encourage sustainable transport modes.</p> <p>DM3 would apply with respect to the need for an air quality assessment and proximity of sites IP011a, IP011b and IP089 to an AQMA.</p> <p>Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.</p> <p>Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.</p> <p>Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.</p>	IP279B(2) +	S-LT	L
	IP309 -		IP309 +	S-LT	L
	IP354 -		IP354 -	S-LT	L
	IP355 -		IP355 -	S-LT	L
8 <i>To conserve and enhance soil and mineral resources</i>	IP011a ++	<p>IP133 is a greenfield site. Development at this location would therefore be expected to result in the permanent loss of soils. IP011a, IP011b, IP011c, IP012, IP014, IP031a, IP039a, IP041, IP064a, IP089, IP096, IP098, IP120b, IP172, IP279B(1) & B(2), IP309, IP354 & IP355 are on brownfield land and would therefore constitute and efficient uses of land and potentially provide opportunities to remediate contaminated land.</p> <p>IP080 is 50% derelict brownfield, this would constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The remaining 50% of IP080 is unmanaged greenfield which is considered to be a sustainable option</p> <p>IP064a and IP080 are within 250m of the access to a safeguarded minerals facility, the relationship with the safeguarded facility would need to be considered as part of the master planning and design of the allocation.</p> <p>The policy constraints for sites IP011b, IP011c, IP014, IP031a, IP039a, IP041, IP064a, IP080, IP089, IP096, IP098, IP120b, IP172, IP279B(1), IP279B(2), IP354 and IP355 require a contaminated land assessment.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.</p> <p>Policy DM18 would also apply with respect to contaminated land.</p>	IP011a ++	S-LT	L
	IP011b ++		IP011b ++	S-LT	L
	IP011c ++		IP011c ++	S-LT	L
	IP012 ++		IP012 ++	S-LT	L
	IP014 ++		IP014 ++	S-LT	L
	IP031a ++		IP031a ++	S-LT	L
	IP039a ++		IP039a ++	S-LT	L
	IP041 ++		IP041 ++	S-LT	L
	IP064a ++		IP064a ++	S-LT	L
	IP080 +		IP080 +	S-LT	L
	IP089 ++		IP089 ++	S-LT	L
	IP096 ++		IP096 ++	S-LT	L
	IP098 ++		IP098 ++	S-LT	L
IP120b ++	IP120b ++	S-LT	L		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP133 -		IP133 -	S-LT	L
	IP172 ++		IP172 ++	S-LT	L
	IP279B(1) ++		IP279B(1) ++	S-LT	L
	IP279B(2) ++		IP279B(2) ++	S-LT	L
	IP309 ++		IP309 ++	S-LT	L
	IP354 ++		IP354 ++	S-LT	L
	IP355 ++		IP355 ++	S-LT	L
9	IP011a -	<p>The proposed development at all of the sites under this policy would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p>The site IP031a, IP039a & IP133 allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.</p> <p>Policy DM12 is also relevant as this requires appropriate waste storage in new developments.</p>	IP011a -	S-LT	L
	IP011b -		IP011b -	S-LT	L
	IP011c -		IP011c -	S-LT	L
	IP012 -		IP012 -	S-LT	L
	IP014 -		IP014 -	S-LT	L
	IP031 -		IP031a -	S-LT	L
	IP039a -		IP039a -	S-LT	L
	IP041 -		IP041 -	S-LT	L
	IP064a -		IP064a -	S-LT	L
	IP080 -		IP080 -	S-LT	L
	IP089 -		IP089 -	S-LT	L
	IP096 -		IP096 -	S-LT	L
	IP098 -		IP098 -	S-LT	L
	IP120b -		IP120b -	S-LT	L
	IP133 -		IP133 -	S-LT	L
	IP172 -		IP172 -	S-LT	L
	IP279B(1) -		IP279B(1) -	S-LT	L
	IP279B(2) -		IP279B(2) -	S-LT	L
	IP309 -		IP309 -	S-LT	L
	IP354 -		IP354 -	S-LT	L
IP355 -	IP355 -	S-LT	L		
10	Reduce emissions of IP011a -	The construction and operation of the proposed development at all of the sites allocated under this policy would be expected to result in	IP011a +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
GHG from energy consumption	IP011b -	a net increase in greenhouse gas emissions, largely due to an associated increase in road traffic.	IP011b +	S-LT	M
	IP011c -	All of the proposed sites have good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport. IP172 is currently used as a car wash. Converting the site to housing could potentially reduce the number of vehicles driving to and from the site and may therefore help to reduce GHG emissions associated with cars at this location. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP011c +	S-LT	M
	IP012 -		IP012 +	S-LT	M
	IP014 -		IP014 +	S-LT	M
	IP031a -		IP031a +	S-LT	L
	IP039a -		IP039a +	S-LT	M
	IP041 -		IP041 +	S-LT	M
	IP064a -		IP064a +	S-LT	L
	IP080 -		IP080 +	S-LT	M
	IP089 -		IP089 -	S-LT	M
	IP096 -		IP096 +	S-LT	M
	IP098 -		IP098 +	S-LT	M
	IP120b -		IP120b -	S-LT	L
	IP133 -		IP133 -	S-LT	M
	IP172 +/-		IP172 +	S-LT	M
	IP279B(1) -		IP279B(1) +	S-LT	L
	IP279B(2) -		IP279B(2) +	S-LT	L
	IP309 -		IP309 +	S-LT	L
	IP354 -		IP354 -	S-LT	L
	IP355 -		IP355 -	S-LT	L
11 Reduce vulnerability to climatic events and flooding	IP011a -		IP011a has a very small area of low surface water flood risk on site, however the adjacent road (Lower Orwell Street) has high surface water flood risk. IP011a is currently vegetated, the removal of this vegetation in place of a residential development could potentially alter the local extent of surface water flood risk. A large area of site IP011b is within EA Flood Zone 2 (moderate risk) and a small area of the site is within EA Flood Zone 3 (high risk). A small area of the site has low surface water flood risk. IP011c is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage. Approximately 50% of the land at IP012 is at low risk of surface water flooding with a small area of medium and high surface water flood risk where the site borders Grimwade Street. IP014 is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.	IP011a -	S-LT
	IP011b --	IP011b +		S-LT	L
	IP011c +	IP011c +		N/A	H
	IP012 -	IP012 +		S-LT	L
	IP014 +	IP014 +		N/A	H
	IP031a --	IP031a -		S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP039a --	<p>IP031a is in Flood Zone 3 and the south-west corner is at a high risk of surface water flooding. IP039a has at least 50% of land in Flood Zone 3 and has a large area of high surface water flood risk in the north of the site. IP041 is not at risk of fluvial or surface water flooding. Small area of site IP064a is located within Flood Zone 3. The site is in an area of high risk of surface water flooding. IP080 has approximately 80% of land at risk of low surface water flooding with small areas of medium- high risk in the south western and north eastern corners. The loss of vegetation and permeable ground at this site could potentially alter the local extent of surface water flood risk. IP089 is in Flood Zone 1. IP096 is in Flood Zone 1 and has one small area of low surface water flood risk. IP098 is within Flood Zone 2 and with small areas coinciding with Flood Zone 3 around the site's boundary. Part of site IP120b is located in Flood Zone 3 but benefits from flood defences. IP133 has at least 50% of land in Flood Zone 3 and has a small central area of medium surface water flood risk. IP172 is in Flood Zone 1 and is not at risk of surface water flooding. IP279B(1) and IP279B(2) are in Flood Zone 1. Small area of the sites are at a low risk of surface water flooding. IP309 is in Flood Zone 1 and not at risk of surface water flooding. IP354 & IP355 are within Flood Zone 2 with small areas in Flood Zone 3. There is a small area of low surface water flood risk in the north of IP354. The policy constraints for sites IP011b, IP011c, IP012, IP014, IP031a, IP041, IP080, IP089, IP096, IP098, IP133, IP279B(1) and IP279B(2) require a site wide surface water management strategy. The policy constraints for sites IP011b, IP011c, IP031a, IP039a, IP041, IP064a, IP080, IP096, IP098, IP120b, IP133, IP279B(1), IP279B(2), IP354 and IP355 require a site-specific flood risk assessment. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.</p>	IP039a --	S-LT	L
	IP041 +		IP041 +	N/A	L
	IP064a --		IP064a -	S-LT	L
	IP080 --		IP080 -	S-LT	L
	IP089 +		IP089 +	S-LT	L
	IP096 O		IP096 +	S-LT	L
	IP098 --		IP098 -	S-LT	L
	IP120b -		IP120b -	S-LT	L
	IP133 --		IP133 -	S-LT	L
	IP172 +		IP172 +	S-LT	L
	IP279B(1) +		IP279B(1) +	S-LT	M
	IP279B(2) +		IP279B(2) +	S-LT	M
	IP309 +		IP309 +	S-LT	M
	IP354 --		IP354 -	S-LT	M
IP355 --	IP355 -	S-LT	M		
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP011a O	<p>Sites IP011a, IP011b, IP011c, IP012, IP014, IP041, IP064a, IP080, IP089, IP096, IP120b, IP172, IP279B(1), IP279B(2), IP309 and IP355 are unlikely to have any discernible effects on any designation associated with the coast or estuary. Sites IP031a, IP039a, IP133, IP098 and IP354 are located in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA. Therefore, the construction and operation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP031a and IP345 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective.</p>	IP011a O	N/A	M
	IP011b O		IP011b O	N/A	M
	IP011c O		IP011c O	N/A	M
	IP012 O		IP012 O	N/A	M
	IP014 O		IP014 O	N/A	M
	IP031a --		IP031a -	S-LT	L
	IP039a --		IP039a O	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP041 O	Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	IP041 O	N/A	M
	IP064a O		IP064a O	N/A	M
	IP080 O		IP080 O	S-LT	M
	IP089 O		IP089 O	N/A	M
	IP096 O		IP096 O	N/A	M
	IP098 -		IP098 O	S-LT	M
	IP120b O		IP120b O	N/A	M
	IP133 -		IP133 O	S-LT	M
	IP172 O		IP172 O	N/A	M
	IP279B(1) O		IP279B(1) O	N/A	M
	IP279B(2) O		IP279B(2) O	N/A	M
	IP309 O		IP309 O	N/A	M
	IP354 -		IP354 O	S-LT	M
	IP355 O		IP355 O	N/A	M
	13 <i>To conserve and enhance biodiversity and geodiversity</i>		IP011a -	The loss of trees at IP011a could impact upon local biodiversity and habitat connectivity and the high density of proposed housing (110dph) will limit outdoor space and green infrastructure. However, there is a policy constraint for this site which requires existing protected trees to be retained.	IP011a O
IP011b O		Sites IP011b and IP011c are not located in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The high density of proposed housing (90dph) will limit outdoor space and green infrastructure. However, there is a policy constraint for these sites which requires existing protected trees to be retained.	IP011b +	N/A	H
IP011c O		IP014 is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. However, the high density of proposed housing (110dph) will limit outdoor space and green infrastructure.	IP011c +	N/A	H
IP012 O		IP031a is adjacent to the River Orwell County Wildlife Site. Development at IP031a would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. The policy constraints for this site also require development to support the wildlife function of the wildlife corridor of the river (County Wildlife Site). IP039a is located in proximity to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse effect on local biodiversity.	IP012 +	S-LT	M
IP014 O		IP041 is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to	IP014 +	N/A	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP031a -	affect habitat connectivity significantly. However, the high density of proposed housing (110dph) will limit outdoor space and green infrastructure.	IP031a +	S-LT	L
	IP039a -	IP064a lies adjacent to a Holywells Park and Canal LWS and within 500m of a local geological designation (Holywells Park – Regionally Important Geological Site). Whilst the site is a brownfield site, it currently contains an area of Ancient Woodland. The extent of mature trees to the east of the Site boundary is linked with the adjoining Local Wildlife Site. Due to the proximity to the Holywells Park County Wildlife Site, there are specific policy constraints for any new greenspace to be sited adjacent to the CWS and for lighting schemes to be designed to prevent light spillage into the adjacent CWS which supports bats.	IP039a O	S-LT	M
	IP041 O	Approximately 50% of IP080 is unmanaged greenfield with a range of plants and trees growing. Construction and occupation of this land could reduce local levels of biodiversity. There are specific policy constraints for this site requiring an ecological appraisal prior to any clearance of vegetation, as well as for the layout of development to support the wildlife corridor function of the railway line and for lighting to be designed so as to prevent spillage.	IP041 +	N/A	H
	IP064a --	IP089 is unlikely to have a discernible impact on biodiversity. There are also specific policy constraints which require a bat survey of the building and mature trees, as well as for protected trees to be retained.	IP064a -	S-LT	L
	IP080 -	IP096 is adjacent to Alderman Canal East LNR and IP004 is within 50m of Alderman Canal West LNR both which contain Reed bed wetland habitat. The proposed development at IP096 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the water quality. There are also specific policy constraints which require the wildlife corridor function of the Alderman Canal (County Wildlife Site & Local Nature Reserve) to be supported and for the tree belt along the southern boundary to be protected where possible and assessed for their bat roosting potential.	IP080 O	S-LT	M
	IP089 O	IP098 appears to be a derelict brownfield site with a range of grasses and plants growing. Construction and occupation of this land could reduce local levels of biodiversity.	IP089 +	S-LT	M
	IP096 -	Due to IP098 being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective	IP096 O	S-LT	M
	IP098 -	IP120b is adjacent to River Orwell County Wildlife Site and within 500m of River Gipping Local Wildlife Site and Alderman Canal East (not adjacent). The site is also within 500m of Alderman Canal LNR. The River Orwell and Gipping, which is an important wildlife corridor in the Borough and is hydrologically linked to the River Orwell and the Stour and Orwell SPA. The construction and occupation of the proposed development could potentially have an adverse effect on local biodiversity. The proposed development at IP120b would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective.	IP098 +	S-LT	M
	IP120b --	There are also specific policy constraints for this site requiring the scrub alongside the river to be retained, bird surveys and the existing local ecological network to be enhanced.	IP120b -	S-LT	L
	IP133 -	IP133 is an urban greenfield site and therefore the development could impact upon local biodiversity and habitat connectivity. The site is in proximity to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and	IP133 -	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP172 O	<p>Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse effect on local biodiversity. The policy constraints for site IP133 require new development to retain as much of the existing habitat as possible and integrate it within the landscaping scheme. In addition, IP133 has a policy constraint to support the functional ecological corridor of the River Orwell County Wildlife Site.</p> <p>IP279B(2) is adjacent to and IP279B(1) is approximately 25m from the Alderman Canal County Wildlife Site, Alderman Canal East LNR and Alderman Canal West LNR. The proposed housing densities of these sites (40-50dph) may provide opportunities for the inclusion of green infrastructure on these brownfield sites. There are also specific policy constraints which require the wildlife corridor function of the Alderman Canal (County Wildlife Site & Local Nature Reserve) to be supported, reptile surveys and for cotoneaster removal to be undertaken correctly. An invasive plant species assessment and Preliminary Ecological Assessment is required under this policy.</p> <p>Both sites IP354 and IP355 are adjacent to the Alderman Canal CWS and LNR. IP354 is also adjacent to the River Gipping CWS which is an important wildlife corridor in the Borough. The River Gipping is also hydrologically linked to the River Orwell and Stour and Orwell SPA. The construction and operation of the proposed developments could potentially have an adverse effect in relation to biodiversity. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure. Development at IP354 and IP355 would not take place within the 10m buffer of the river corridor, which includes its ecological quality.</p> <p>The proposed development at sites IP012, IP172 and IP309 are unlikely to have a discernible impact on biodiversity.</p> <p>Policy DM8 would apply to any new development which requires biodiversity net gain.</p> <p>Policy DM12 requires green roofs to be considered in new developments.</p>	IP172 +	S-LT	M
	IP279B(1) -		IP279B(1) O	S-LT	L
	IP279B(2) -		IP279B(2) O	S-LT	L
	IP309 O		IP309 +	S-LT	M
	IP354 -		IP354 O	S-LT	L
	IP355 -		IP355 -	S-LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP011a -	<p>IP011a is on the site of a Scheduled Monument, buried remains of late Saxon town. Due to existing nature of the development sites, impacts on the setting of these sensitive heritage assets would not be expected.</p> <p>IP011b contains a Scheduled Monument (buried remains of a late Saxon town) and the site is within 300m of multiple Listed Buildings. The Scheduling relates to the archaeological value belowground. Given the site is previously developed and currently in-use, the proposed development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm. The existing use of this site is a bus depot and therefore redevelopment may lead to enhancement of the local area. However, the housing density at this site would necessitate the use of 3 or 4 storey apartment blocks which would be taller than the surrounding properties and could alter the character of the area.</p> <p>The policy constraints for sites IP011a and IP011b also requires an archaeological assessment, development to be sensitive to the</p>	IP011a +	N/A	M
	IP011b -		IP011b +	S-LT	M
	IP011c -		IP011c +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP012 -	historic setting of the site, a heritage impact assessment and reminds developers of the need for Scheduled Monument Consent. IP011c is within 300m of multiple Listed Buildings and a Scheduled monument. The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm. The existing use of this site is a car park and therefore redevelopment may lead to enhancement of the local area. However, the housing density at this site would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the current use and could alter the character of the area. The policy constraints for this site also requires an archaeological assessment, development to be sensitive to the historic setting of the site, the need for the existing two-storey scale to be respected, engaging active frontages, and a heritage impact assessment. One Grade II Listed Building, St Clements church, is in proximity of IP012. Due to existing nature of IP012, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development is an opportunity to improve the local setting. The policy constraints for this site also requires an archaeological assessment, development to be sensitive the nearby Grade II* Listed St Clements Church, the need engaging active frontages and a heritage impact assessment. IP014 is within 300m of multiple Listed Buildings and a Scheduled monument; however, this site is likely to blend in with the surrounding land uses and therefore the development is unlikely to have a discernible effect on the area's historic character. The policy constraints for this site also provides specific design guidance in relation to site scale, massing and layout. IP031a coincides with Ipswich Conservation Area. 45m south of the Site is the Grade I Listed Building Church of St Mary at Stoke. The proposed Development is considered to be an opportunity to enhance the Site's contribution to the local character and the setting of these heritage assets by replacing the existing brownfield's use with a high-quality development. The policy constraints for this site also requires an archaeological assessment, development to have regard to the domestic scale of the Stoke Conservation Area and a heritage impact assessment. IP133 is adjacent to one Grade II Listed Building, Feelaw Street. IP039a is in proximity to two Grade II Listed Buildings, Gipping Inn and the Old Bell Inn. Due to the existing nature of IP039a, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development of IP039a is an opportunity to improve the local setting. The policy constraints for both sites also require an archaeological assessments and heritage impact assessments. Each site also has specific policy constraints in terms of design recommendations. IP041 is within 50-100m of multiple listed buildings, along Museum Street. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding land uses (residential housing on Black Horse Lane and multiple storey buildings on Chapman Lane/Crown Street). The policy constraints for this site	IP012 +	S-LT	M
	IP014 O		IP014 O	N/A	M
	IP031a -		IP031a +	S-LT	M
	IP039a O		IP039a +	S-LT	M
	IP041 O		IP041 +	N/A	M
	IP064a O		IP064a -	S-LT	M
	IP080 +		IP080 +	S-LT	M
	IP089 O		IP089 +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP096 O	also requires an archaeological assessment and for the setting of the nearby Conservation Areas to be protected and enhanced. IP064a is located adjacent to a Conservation Area (Holywells Park Conservation Area). The site is within 300m of three Grade II Listed Buildings (Holywells Park Orangery Grade II Listed, Holywells Park Stable Block and Town, and Cliff Cottage). The proposed development would be unlikely to worsen the Site's current impact on the setting of these heritage assets to a major extent. The policy constraints for this site also requires an archaeological assessment, development to be of a domestic scale to avoid visibility from the Holywells Park Conservation Area and a heritage impact assessment.	IP096 +	S-LT	M
	IP098 +	IP080 would be unlikely to have a significant impact on the historic environment. And due to the brownfield and derelict nature of the site the proposed development at the site is an opportunity to improve the local setting. The policy constraints for this site also requires an archaeological assessment.	IP098 +	S-LT	M
	IP120b -	IP089 is within 100m of approximately 20 Listed Buildings along Fore Street, Eagle Street and Waterworks. policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP120b O	S-LT	M
	IP133 -	There is one Grade II Listed Building, Firbank, within 50m of IP096, however it is not visible from the site. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment. <i>The design of IP096 should accord with the local residential character.</i>	IP133 O	S-LT	M
	IP172 O	IP098 is unlikely to have a significant impact on the historic environment and due to their brownfield nature, the proposed developments are an opportunity to improve the local setting. The policy constraints for this site also requires an archaeological assessment, development to have engaging active frontages and a heritage impact assessment.	IP172 +	S-LT	M
	IP279B(1) O	IP120b is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site. However, depending on the nature of the proposed groundworks (due to contamination), a programme of archaeological work might be required. The policy constraints for this site also requires both principal frontages to be addressed and to provide access to the river frontage and positively relate to residential development across the river.	IP279B(1) O	N/A	M
	IP279B(2) O	IP133 is adjacent to one Grade II Listed Building, Feelow Street and within Central Conservation Area. The policy sets out the requirements for a proportionate Heritage Impact Assessment and an archaeological assessment.	IP279B(2) O	N/A	M
	IP309 +	There are multiple Grade II Listed Buildings within 50m of IP172, along Soane and Northgate Street. The proposed development at the site is an opportunity to improve the local setting given the current brownfield location of IP172. The policy constraints for this site also requires an archaeological assessment, development to reflect the scale of historic building and provide active frontages, and a heritage impact assessment.	IP309 +	S-LT	M
		The nearest Listed Building to sites IP279B(1) and IP279B(2) is the Grade II Listed '121, London Road' and the Grade II Listed 'Firbank'. The Conservation Area is 50m north of B(1) and 200m north of B(2). As the site is brownfield situated amongst existing			

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP354 +	built form, and when considering the lay of the land, discernible impacts on these heritage assets and the historic area are considered to be unlikely. Neither site is situated in the defined Area of Archaeological Importance. However, the site sheet for IP279 indicates pre-historic, Anglo Saxon and Roman remains have been excavated in the vicinity. The policy constraints for these sites also requires an archaeological assessment and new development to respect the domestic scale of adjacent architectural influence.	IP354 +	S-LT	M
	IP355 +	Approximately 150m north of the site IP309 is the Grade I Listed Building Church of St Mary at Stoke. The proposed Development is considered to be an opportunity to enhance the Site's contribution to the local character and the setting of these heritage assets by replacing the existing brownfield's use with a high-quality development. IP354 and IP355 are within 300m of two Listed Buildings. The proposed Developments are considered to be an opportunity to enhance the Sites' contribution to the local character and the setting of these heritage assets by replacing the existing brownfield's use with a high-quality development. The policy constraints for these sites require an archaeological assessment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to sites IP011a, IP011b, IP011c, IP012, IP014, IP031a, IP039a, IP041, IP064a, IP080, IP089, IP096, IP098, IP120b, IP133, IP172, IP279B(1), IP279B(2), IP309, IP354 and IP355 given the surrounding historic context.	IP355 +	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes				
	IP011a +	IP011a is a disused yard with no public access, it is therefore considered that the developments may help to enhance the local character.	IP011a +	S-LT	L
	IP011b +	The proposed development at sites IP011b and IP011c would result in the redevelopment of urban brownfield sites with opportunities to improve local character if mitigation is implemented. The housing density at the sites is 90dph which would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the surrounding properties and have the potential to alter the area's character. <i>Decreasing the housing density for this site should be considered at site IP011b and IP011c.</i>	IP011b +	S-LT	M
	IP011c +	IP012 currently consists of a car parking area and buildings which appear empty. Therefore, it is considered that the developments may help to enhance the local character. The proposed development at sites IP014 and IP031a would provide an opportunity to enhance the site's current impact on the local townscape character through high quality design and green infrastructure.	IP011c +	S-LT	M
	IP012 +	The redevelopment of IP041 will provide an opportunity to improve local character. The site would have a neutral effect on landscape character. The broad proposed design or appearance is unknown at this stage.	IP012 +		
	IP014 +	The proposed development at IP064a could be an opportunity to enhance the site's contribution to the local townscape character. The broad proposed design or appearance is unknown at this stage. Site would lead to a net reduction in light pollution, e.g. by replacing the existing land use with possible security lighting with residential land use. The policy constraints for the site require a heritage impact assessment and there are specific design requirements in terms of how development should fit in with its surroundings.	IP014 +	S-LT	M
	IP031a +	IP080 is 50% derelict brownfield and 50% unmanaged greenfield. It is therefore considered that the development at this site may help to enhance the local character.	IP031a +	S-LT	L
	IP039a +	The proposed development at IP064a could be an opportunity to enhance the site's contribution to the local townscape character. The broad proposed design or appearance is unknown at this stage.	IP039a +	S-LT	L
	IP041 +	The proposed development at IP080 is 50% derelict brownfield and 50% unmanaged greenfield. It is therefore considered that the development at this site may help to enhance the local character.	IP041 +	S-LT	M
	IP064a +	IP089 is 50% derelict brownfield and 50% unmanaged greenfield. It is therefore considered that the development at this site may help to enhance the local character.	IP064 +	S-LT	M
	IP080 +		IP080 +	S-LT	L
	IP089 +		IP089 +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP096 O	<p>IP089 is a car park and it is therefore considered that the development may help to enhance the local character.</p> <p>The site is a car park and it is therefore considered that the developments may help to enhance the local character. Policy DM13 would also apply which requires the setting of Listed Buildings to be preserved which would have benefits to the local townscape.</p> <p>IP039a, IP098 and IP120b are brownfield sites and the proposed development would be likely to be an opportunity to improve its contribution to the local character.</p> <p>IP133 is a greenfield site, therefore the development would result in the loss of an urban open space.</p> <p>IP172 is a carpark and it is therefore considered that the developments may help to enhance the local character.</p> <p>The proposed developments at sites IP279B(1) and IP279B(2) would be likely to have a positive effect on the local townscape character. The broad proposed designs or appearance of the Sites is unknown at this stage, although the Sites would result in the redevelopment of urban brownfield land and provide opportunities to improve local character. The policy constraints for these sites also include specific design requirements which will help to ensure development makes a positive contribution towards the local townscape character.</p> <p>The proposed developments at sites IP309, IP354 and IP355 would be likely to have a positive effect on the local townscape character. The broad proposed designs or appearance of the sites is unknown at this stage, although the sites would result in the redevelopment of urban brownfield land and provide opportunities to improve local character.</p> <p>Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.</p> <p>Policy DM18 requires light pollution to be considered in new developments.</p>	IP096 +	S-LT	L
	IP098 -		IP098 -	S-LT	M
	IP120b +		IP120b +	S-LT	L
	IP133 -		IP133 -	S-LT	L
	IP172 +		IP172 +	S-LT	L
	IP27 B(1) +		IP279B(1) +	S-LT	L
	IP279B(2) +		IP279B(2) +	S-LT	L
	IP309 +		IP309 +	S-LT	L
	IP354 +		IP354 +	S-LT	L
	IP355 +		IP355 +	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	The proposed development at all sites under this policy would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP011a +	S-LT	L
			IP011b +	S-LT	M
			IP011c +	S-LT	M
			IP012 +	S-LT	L
			IP014 +	S-LT	M
			IP031a +	S-LT	H
			IP039a +	S-LT	L
			IP041 +	S-LT	M
			IP064a +	S-LT	L
			IP080 +	S-LT	L
			IP089 +	S-LT	L
			IP096 +	S-LT	L
			IP098 +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP120b +		IP120b +	S-LT	M
	IP133 +		IP133 +	S-LT	L
	IP172 +		IP172 +	S-LT	L
	IP279B(1) +		IP279B(1) +	S-LT	H
	IP279B(2) +		IP279B(2) +	S-LT	H
	IP309 +		IP309 +	S-LT	H
	IP354 +		IP354 +	S-LT	H
	IP355 +		IP355 +	S-LT	H
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP011a +	The proposed development at all sites would situate new residents in proximity, and with good access, to central areas in Ipswich. Development in these locations may also help to rejuvenate brownfield sites in the Borough.	IP011a +	S-LT	M
	IP011b +		IP011b +	S-LT	M
	IP011c +		IP011c +	S-LT	M
	IP012 +		IP012 +	S-LT	M
	IP014 +		IP014 +	S-LT	M
	IP031a +		IP031a +	S-LT	M
	IP039a +		IP039a +	S-LT	M
	IP041 +		IP041 +	S-LT	M
	IP064a +		IP064a +	S-LT	M
	IP080 +		IP080 +	S-LT	M
	IP089 +		IP089 +	S-LT	M
	IP096 +		IP096 +	S-LT	M
	IP098 +		IP098 +	S-LT	M
	IP120b +		IP120b +	S-LT	M
	IP133 +		IP133 +	S-LT	M
	IP172 +		IP172 +	S-LT	M
	IP279B(1) +		IP279B(1) +	S-LT	M
	IP279B(2) +		IP279B(2) +	S-LT	M
	IP309 +		IP309 +	S-LT	M
	IP354 +		IP354 +	S-LT	M
IP355 +	IP355 +	S-LT	M		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP011a ++	IP011a is within 500m of multiple bus stops. The site is within 1.5km of the nearest railway station, Ipswich.	IP011a ++	S-LT	L
	IP011b ++	IP011b is within 500m of Ipswich town centre and 1km of Duke Street District Centre. Site is within 500 m of a bus services. The site would have adequate highways access. There is a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.	IP011b ++	M-LT	M
	IP011c ++	IP011c is within 500m of Ipswich town centre and 1km of Duke Street District Centre. Site is within 500 m of a bus service. The site would have adequate highways access. Development would not proceed unless the bus depot, which provides sustainable transport options, is relocated.	IP011c ++	M-LT	M
	IP012 ++	IP012 is within 500m of multiple bus stops and 1.5km of the nearest railway station, Ipswich. There is a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.	IP012 ++	S-LT	L
	IP014 ++	IP014 is within 200m of Duke Street District Centre, 300m of a green public space (Alexandra Park) and adjacent to a bus service. The site would have adequate highways access.	IP014 ++	M-LT	M
	IP031a ++	The proposed development at site IP031a would situate new residents in proximity to multiple bus stops, as well as to within 500m of Ipswich Railway Station. Access via the strategic road network is also very good. The proposed Development would result in the loss of a car park and it is unclear the extent to which this would alter the capacity of local car parking spaces in relation to the growing need. The Ipswich Parking Strategy identifies that this site is not needed for car parking in the long term.	IP031a ++	S-LT	M
	IP039a ++	IP039a is within 500m of multiple bus stops. The site is within 1km of the nearest railway station, Ipswich.	IP039a ++	S-LT	L
	IP041 ++	IP041 is within 200m of Norwich Road District Centre and 600m of an area of open green space (Christchurch Park). The site would have adequate highways access. There is also a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.	IP041 ++	S-LT	M
	IP064a ++	Development at site IP064a has potential highways access issue on to the Holywells Road (single-track lanes and potential poor visibility). Site is within 500m of a bus stop. Site is within 500m of an existing area of open space (Holywells Park and Canal), and there are no known capacity issues. The site is within 500 of a local or key service centre (Wherstead Road and Duke Street District Centres).	IP064a ++	S-LT	L
	IP080 ++	IP080 is within 500m of multiple bus stops. The site is approximately 1km from the nearest railway station, Ipswich.	IP080 ++	S-LT	L
	IP089 ++	IP089 is within 500m of multiple bus stops. The site is within 1.5km of the nearest railway station, Ipswich. There is also a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes.	IP089 ++	S-LT	L
	IP096 ++	IP096 is within 500m of multiple bus stops. The site is within 1km of the nearest railway station, Ipswich.	IP096 ++	S-LT	L
	IP098 ++	IP098 is within 500m of multiple bus stops. The nearest railway stations, Ipswich and Derby Road, are within 2km. There is also a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes. IP120b is within 500m of several bus stops and is 800m north west of Ipswich Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. IP133 is within 500m of multiple bus stops and is within 1.5km of the nearest railway station.	IP098 ++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP120b ++	<p>IP172 is within 500m of multiple bus stops and is within 1.5km of the nearest railway station.</p> <p>IP279B(1) and IP279B(2) are within 500 m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The Sites are also within 1km of Norwich road District Centre and other retail and service areas. Development of this site should improve both pedestrian and vehicular access between Handford Road and Portman's Walk along Bibb Way to improve permeability through the town. The Sites would have adequate highways access or it would be easily provided. There is a policy constraint requirement for a transport assessment and travel plan which will help to promote sustainable transport modes. Furthermore, IP279B(1) must provide public cycle and pedestrian access through Bibb Way to Handford Road. It is also required to improve pedestrian and vehicular access between Handford Road and Portam's Walk to improve permeability through the town. IP279B(2) must include pedestrian/ cycle access along the river to allow for a continuous route to connect to the site IP355.</p> <p>IP309 is within 500 m of a bus service ad 700m of Ipswich railway station. The site would require a transport assessment due to possible access constraints onto Austin Street.</p> <p>Sites IP354 & IP355 are within 500m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The sites are also within 1km of Norwich Road District Centre and other retail and service areas. The sites would have adequate highways access, or it would be easily provided.</p> <p>The proximity of all of the sites under this policy to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement</p> <p>Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.</p> <p>Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.</p>	IP120b ++	S-LT	L
	IP133 ++		IP133 ++	S-LT	L
	IP172 ++		IP172 ++	S-LT	L
	IP279B(1) ++		IP279B(1) ++	S-LT	M
	IP279B(2) ++		IP279B(2) ++	S-LT	M
	IP309 ++		IP309 ++	S-LT	M
	IP354 ++		IP354 ++	S-LT	M
	IP355 ++		IP355 ++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP011a +	<p>All sites are unlikely to have a discernible effect on digital infrastructure or broadband speeds. As all of the sites in this policy are in an urban area, they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p>Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.</p>	IP011a +	S-LT	L
	IP011b +		IP011b +	S-LT	L
	IP011c +		IP011c +	S-LT	L
	IP012 +		IP012 +	S-LT	L
	IP014 +		IP014 +	S-LT	L
	IP031a +		IP0131a +	S-LT	L
	IP039a +		IP039a +	S-LT	L
	IP041 +		IP041 +	S-LT	L
	IP064a +		IP064a +	S-LT	L
	IP080 +		IP080 +	S-LT	L
	IP089 +		IP089 +	S-LT	L
	IP096 +		IP096 +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP098 +		IP098 +	S-LT	L
	IP120b +		IP120b +	S-LT	L
	IP133 +		IP133 +	S-LT	L
	IP172 +		IP172 +	S-LT	L
	IP279B(1) +		IP279B(1) +	S-LT	L
	IP27 B(2) +		IP279B(2) +	S-LT	L
	IP309 +		IP309 +	S-LT	L
	IP354 +		IP354 +	S-LT	L
	IP355 +		IP355 +	S-LT	L

3.2.27 New Policy: Land with Planning Permission or Awaiting a Section Agreement 106 in the IP-One Area

The number of dwellings at site IP031b has increased from 18 to 31 dwellings to reflect recent permission on the site.

Site IP054a was previously assessed under Policy SP3 but was not accompanied by any site sheet so all requirements have been incorporated following the Main Modifications.

Site IP074 was previously assessed under Policy SP3 constraints have been added.

Site IP142 is now required to be supported by a Transport Assessment.

The criteria for site IP169 has been amended to require archaeological monitoring of groundworks.

Site IP188 is within 250m of a safeguarded waste use site in the SMWLP. The new policy requires development to demonstrate that it does not prevent the waste facility from operating as normal.

The number of homes proposed at site IP200 has increased from 113 dwellings to 71 dwellings.

The proposed development at site IP205 has decreased from 14 dwellings to 9 dwellings to reflect more recent permission.

The development criteria in relation to site IP206 now include the requirement for development to take account of the River Corridor Buffer (10m) and a contaminated land assessment to be prepared.

No significant development requirements have been added in relation to site IP245.

The number of dwellings proposed at site IP279a has decreased from 104 dwellings to 78 dwellings. This is due to discovery of asbestos in office building. The development at this site is now required to direct future green space should be sited adjacent to the canal, to complement it and the design and layout would need to support the wildlife corridor function.

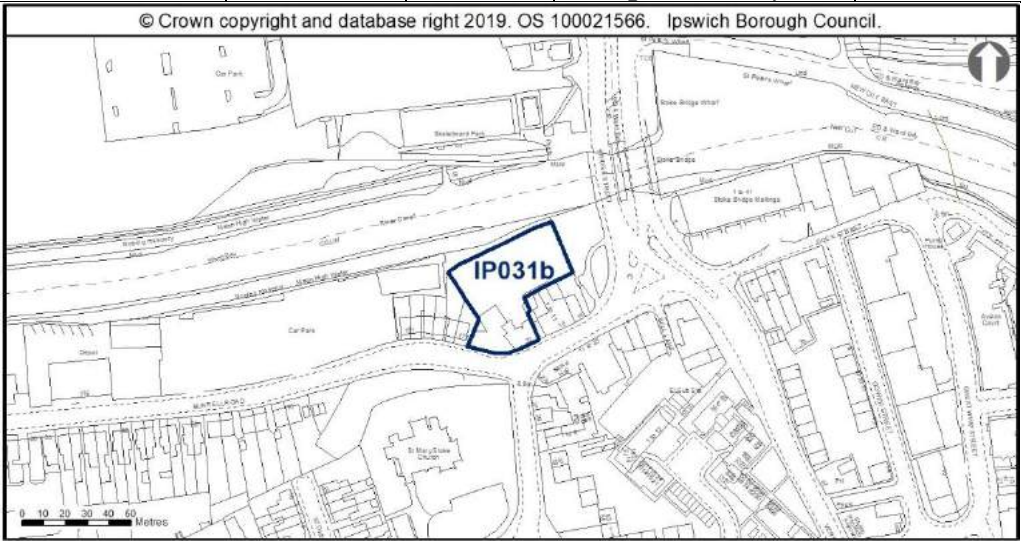
All of the development requirements set out in this policy in relation to site IP283 are new following the incorporation of the Main Modifications.

Sites IP084a and IP386 are 'new' sites which have not been considered in the SA process previously. Further details on the inclusion of these sites can be found in Chapter 4.

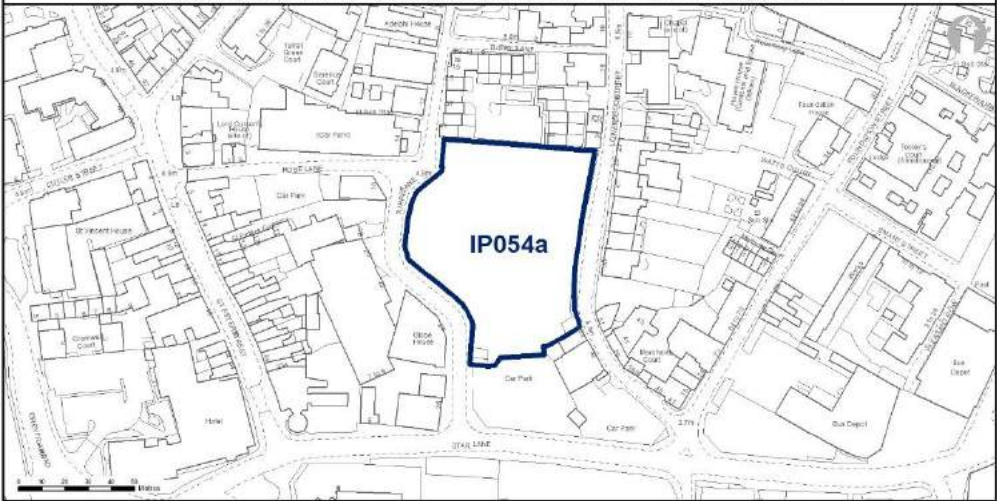
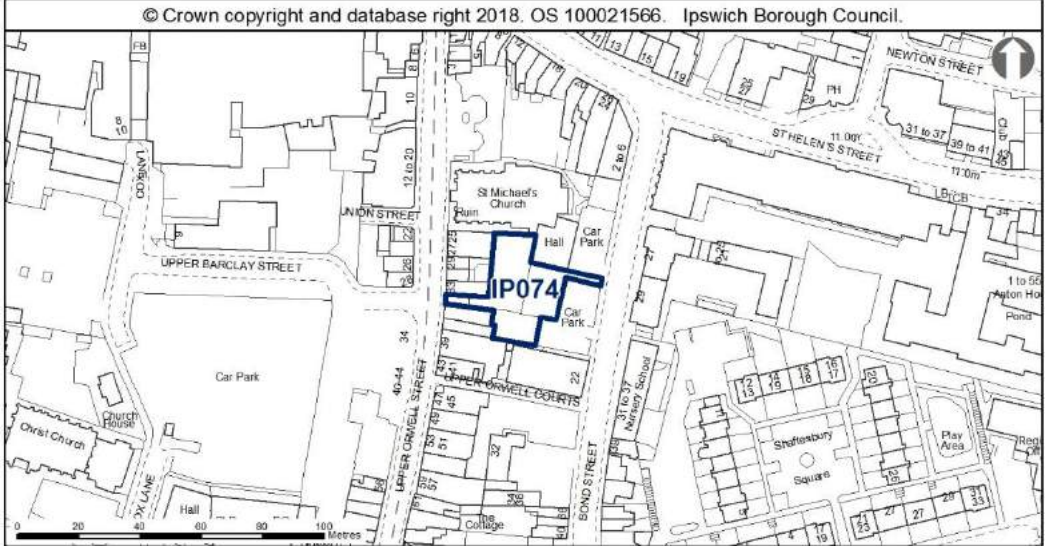
New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

As at 1st April 2020, the sites listed in New Table below have planning permission for residential development, student accommodation or mixed use development including residential use, which has not been implemented or has started and then stalled, or are awaiting the completion of a Section 106 Agreement. Should the permissions fail to be issued or implemented and lapse during the plan period or the development fail to come forward or be completed in accordance with the permission, the Council will protect the sites for residential use or residential-led mixed use.

New Table Sites with planning permission or awaiting a Section 106 Agreement in the IP-One Area

Site	Address and current situation	Site area ha (% for residential)	Capacity	Evidence	Acceptable Uses
IP031 b	22 Stoke Street	0.18	31	100dph (reflective of highly accessible location. Maximum dph due to heritage constraints)	Residential
<p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • A site specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F); • The need for an air quality assessment should be investigated because the site is close to an Air Quality Management Area; • Possible contamination (former petrol station and car workshop) and Contaminated Land Assessment required and mitigated to address any findings; • Development would need to support the wildlife corridor function of the river which is a County Wildlife Site. A reptile survey should be undertaken and appropriate mitigation to address findings; • This site is located adjacent to the River Orwell wildlife corridor. Any lighting scheme should be designed to prevent light spillage into this area. The scrub habitat along the riverbanks should be appropriately managed for wildlife. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; • This site is within the Area of Archaeological Importance (IPS 413). Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on proposed groundworks, conditions on consent informing these assessments may be appropriate, to inform archaeological investigation and mitigation, including palaeo-environmental investigation; • This site is adjacent to the Stoke Conservation Area and the grade I listed Church of St Mary at Stoke. Careful attention to topography levels to maintain views through to the Conservation Areas. A proportionate Heritage Statement will be required; • Development should have active frontages which address the river to the north, and both Bridge Street and Burrell Road; • Development must take account of the River Corridor Buffer (10m); • A Transport Assessment and Travel Plan is required; and • The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from 					

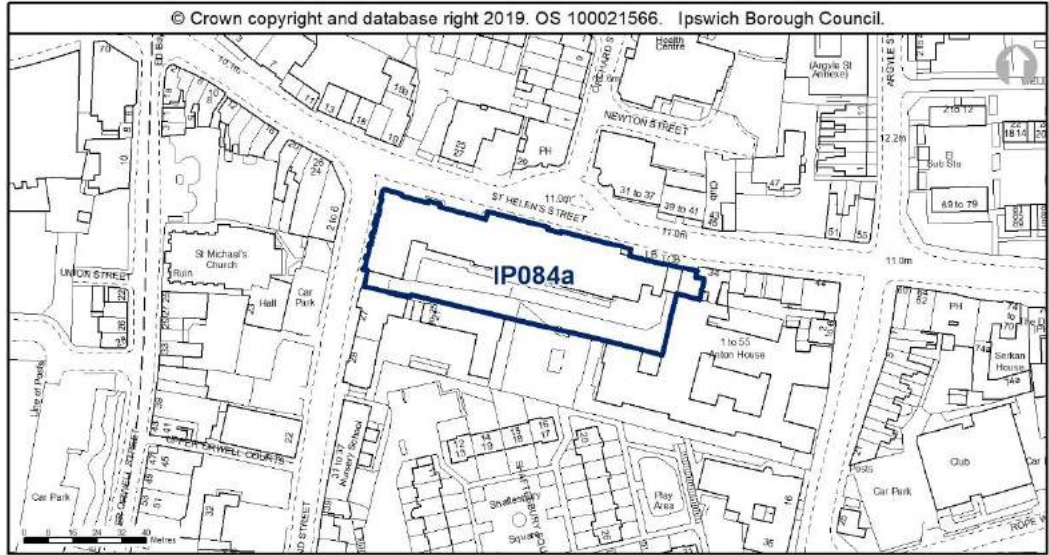
New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

	operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.				
IP054a	30 Lower Brook Street	0.56	62	16/01037/FUL	Residential
<p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • An Air Quality Assessment will be required; • A site specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10); • Tree Preservation Orders are present in or close to the site, these will require tree protection works during construction (an application for Tree Works may be needed); • The site is partly within and also adjoining the Central Conservation Area. It contains a scheduled monument and two grade II listed buildings (18-20 Lower Brook Street). There are also two grade II* churches to the south. A proportionate Heritage Impact Assessment will be required; • The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground; • This site lies within the area of archaeological importance relating to the Anglo-Saxon and medieval town of Ipswich. An archaeological assessment will be required and appropriate mitigation undertaken based on the findings; and • A transport assessment and travel plan will be required. 					
IP074	Land at Upper Orwell Street	0.07	9	16/01179/FUL approved 03.02.17	Residential
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p>					

New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

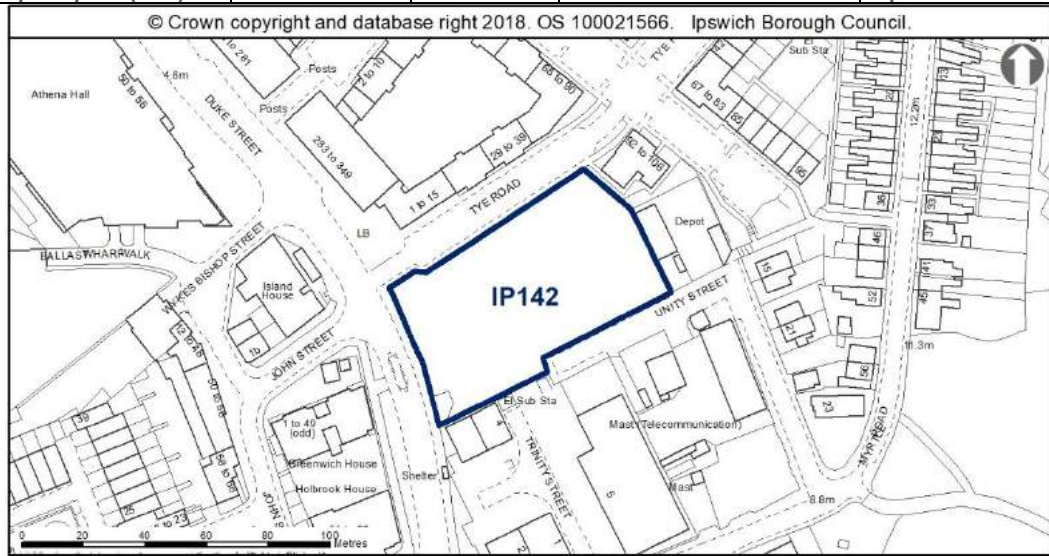
- This site lies in the historic core of the Anglo-Saxon town. No objection in principle to development but it will require a condition relating to archaeological investigation attached to any planning consent. Archaeological costs have the potential to be relatively high. An archaeological assessment will be required;
- A proportionate Heritage Statement will be required; and
- Trees covered by tree preservation Orders are on or abounding the site and will require protection during construction works (an application for Tree Works may be needed).

IP084a	County Hall, St Helen's Street	0.32	40	18/01117/FUL awaiting a S106	Residential
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- Constraints:**
- Grade II Listed Building (on the Buildings at Risk Register) and within the St Helens Conservation Area – a proportionate Heritage Impact Assessment will be required.
 - Within an Area of Archaeological Importance - an archaeological assessment and appropriate mitigation will be required.
 - Partly within an Air Quality Management Area – an Air Quality Assessment will be required.
 - Travel Plan required.
 - Surface Water Drainage Strategy required.
 - Details of on-site foul water drainage strategy required.

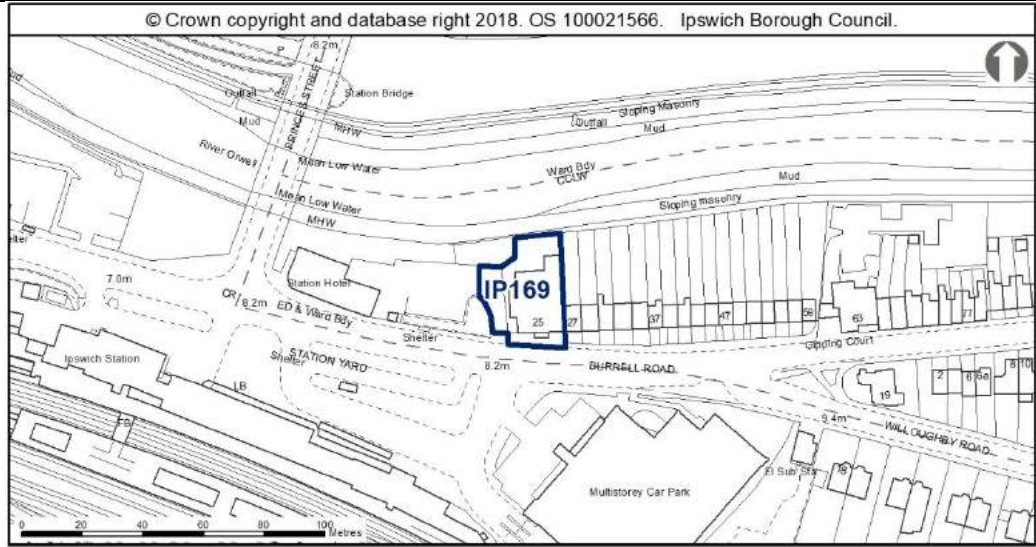
IP142	Land at Duke Street Allocation to provide for public open space (25%).	0.39 (75%)	44	90dph (DM23a lower end of range) (17/00570/FUL)	Residential Including 25% Public Open Space
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Constraints:

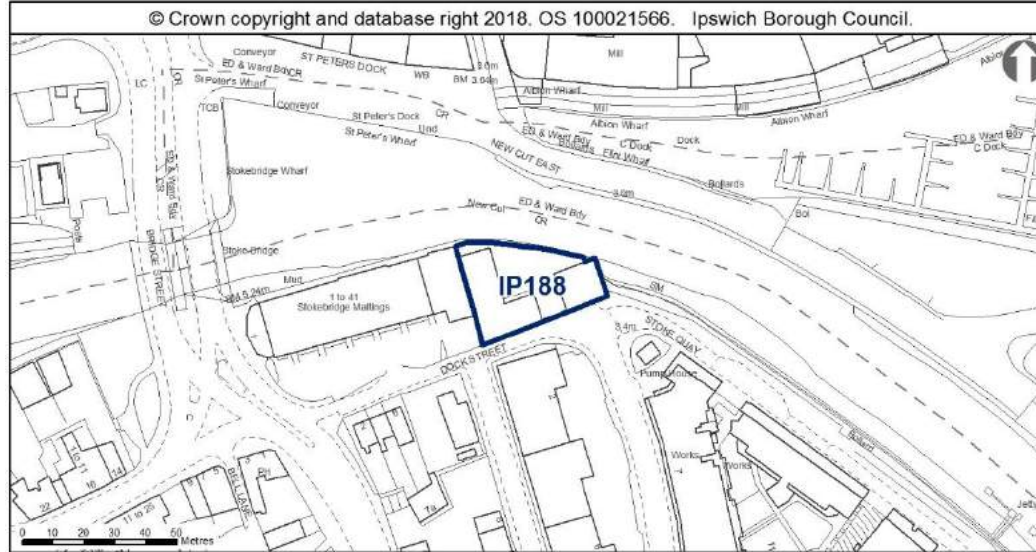
New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

	<ul style="list-style-type: none"> An Air Quality Assessment will be required because of site proximity to an AQMA. Contaminated Land Assessment required and mitigation to address any findings; Trees covered by tree preservation Orders are on or abounding the site and will require protection during construction works (an application for Tree Works may be needed); A surface water management strategy will be required due to surface water flooding local to site (see Section 9.7 and Appendix A, Map 11B of the 2020 Ipswich SFRA); Transport Assessment and Travel Plan required; and Allocation to provide for public open space (25%). 					
IP169	<table border="1"> <tr> <td>23-25 Burrell Road</td> <td>0.08</td> <td>4</td> <td>12/00087/FUL approved 22.03.2012. Under construction 4 outstanding.</td> <td>Residential</td> </tr> </table>	23-25 Burrell Road	0.08	4	12/00087/FUL approved 22.03.2012. Under construction 4 outstanding.	Residential
23-25 Burrell Road	0.08	4	12/00087/FUL approved 22.03.2012. Under construction 4 outstanding.	Residential		

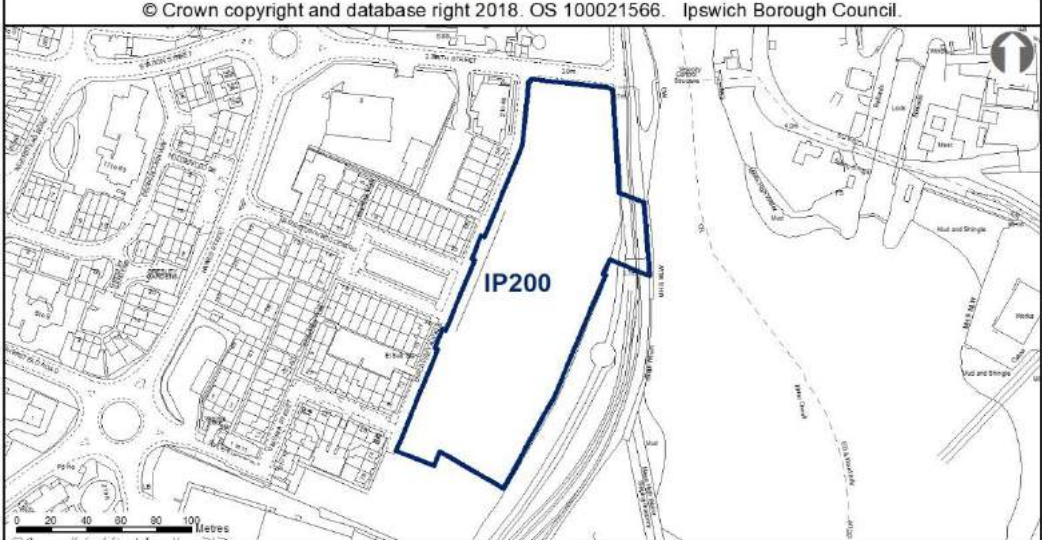


- Constraints:**
- A Contaminated Land Assessment will be required and mitigation delivered to address any findings;
 - A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);
 - A condition relating to archaeological investigation will be required to be attached to any planning consent. Archaeological monitoring of groundworks is likely to be appropriate;
 - Development must take account of the River Corridor Buffer (10m); and
 - A proportionate Heritage Statement will be required.

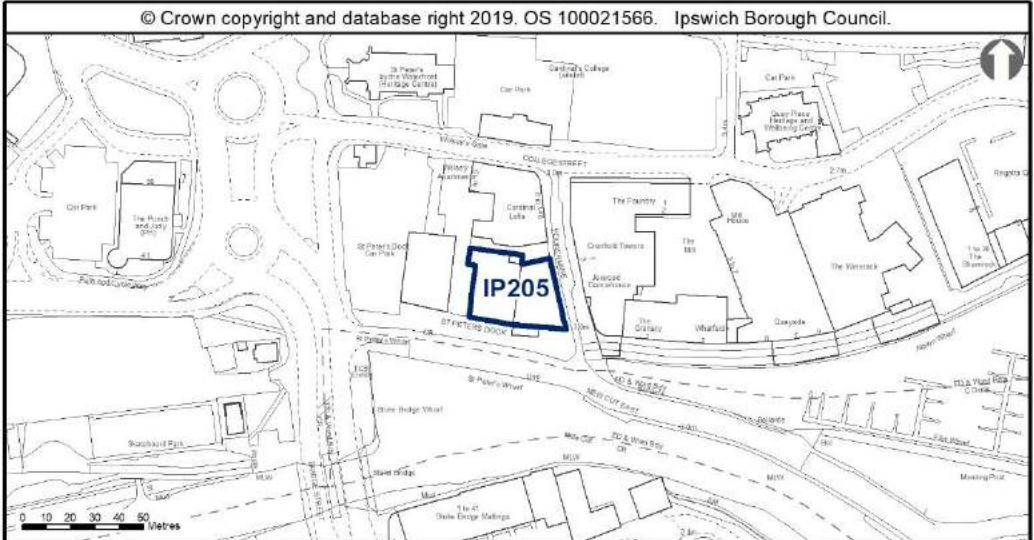
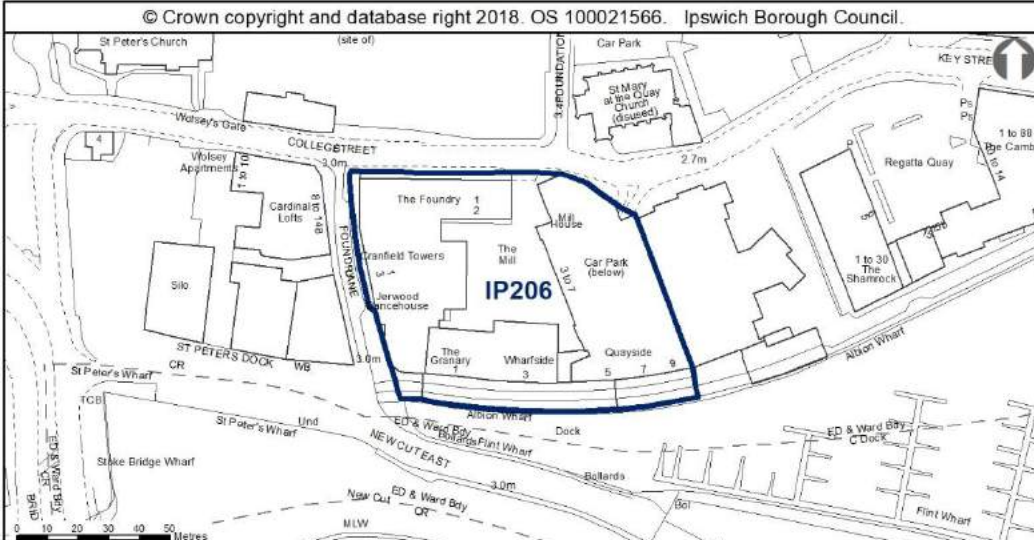
IP188	Webster's Saleyard site, Dock Street	0.11	9	19/00713/FUL approved 01.10.2019	Residential
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New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

	<p>Constraints:</p> <ul style="list-style-type: none"> • A Contaminated Land Assessment will be required and mitigation delivered to address any findings; • A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B); • A proportionate Heritage Statement will be required as the site is within the Stoke Conservation Area; • Need to ensure land is safeguarded to provide a pedestrian and cycle crossing to St Peter's Quay/the Island Site immediately to the east of this site (see Policy SP15); • To enable greater recreational, leisure and sports use of the Gipping and Orwell rivers, provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities should be considered; • Development would need to address the river frontage and support the wildlife corridor function of the river; • Development must take account of the River Corridor Buffer (10m); • This site is within the Area of Archaeological Importance. An Archaeological Assessment will therefore be required; • An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and • The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility. 				
IP200	Griffin Wharf, Bath Street	0.79	71	17/00382/FUL approved 11.06.2019 & 20/00747/FUL approved 22.03.2021 Previous pps: 11/00507/FUL approved 01.09.2011 (132 flats) 05/00819/FUL.	Residential
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> 					
<p>Constraints:</p> <ul style="list-style-type: none"> • Development will require a condition relating to archaeological investigation attached to any planning consent. An archaeological assessment will be required due to proximity to Medieval sites (IPS 145 & IPS 294); • A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B); • A Contaminated Land Assessment will be required and mitigation delivered to address any findings; • Development must take account of the River Corridor Buffer (10m); and 					

New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

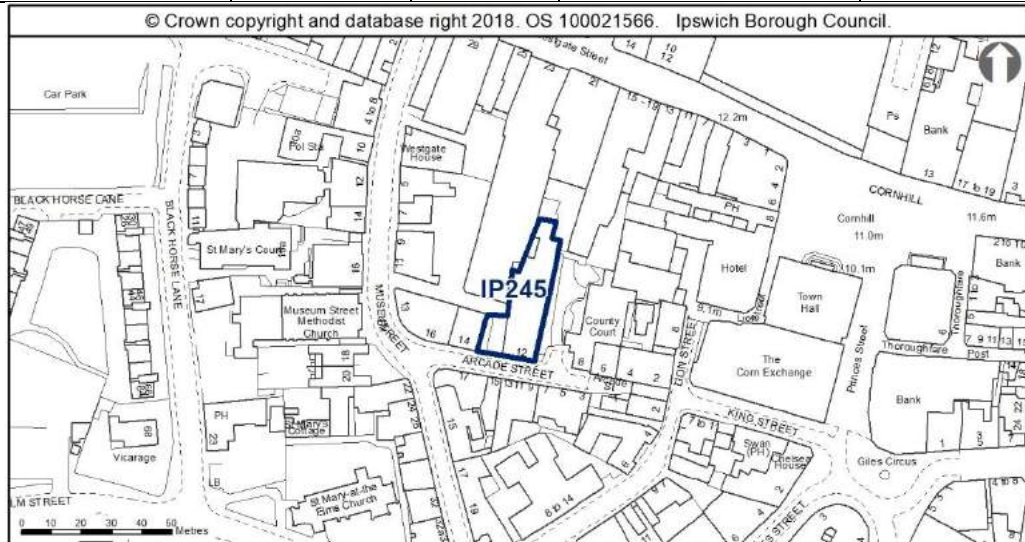
	<ul style="list-style-type: none"> Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain; 				
IP205	Burton's, College Street	0.19	9	02/01241/FUL (196 in total, 71 completed April 2014). Application 19/00624/FPI3 on part of site for 14 self-contained flats)	Residential
<p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> The site lies in an area of international archaeological importance, on the Anglo-Saxon and Medieval waterfront. An archaeological assessment will therefore be required; A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10); Development must take account of the River Corridor Buffer (10m); An Air Quality Assessment will be required; A contaminated land assessment will be required; and A proportionate Heritage Statement will be required. 					
IP206	Cranfields, College Street	0.71	134	04/00313/FUL (337 in total, 197 completed April 2014) 16/00092/VC (replaced 16 of the flats with 43 (29 studios + 14 one-beds)	Residential
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> The site has been subject to large scale excavation but post-excavation work was stalled by the development situation and there is still an outstanding obligation for assessment, conservation, 					

New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

analysis and publication, particularly of important waterlogged wooden structures from the Anglo-Saxon waterfront. Preservation by record has not been met, and the condition on IP/04/00313 remains outstanding. Any new applications would require a condition or agreement to secure post-excavation work. Any additional proposed groundworks should be subject to consultation;

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10);
- Development must take account of the River Corridor Buffer (10m);
- A contaminated land assessment will be required and mitigation to addresses any findings; and
- A proportionate Heritage Statement will be required.

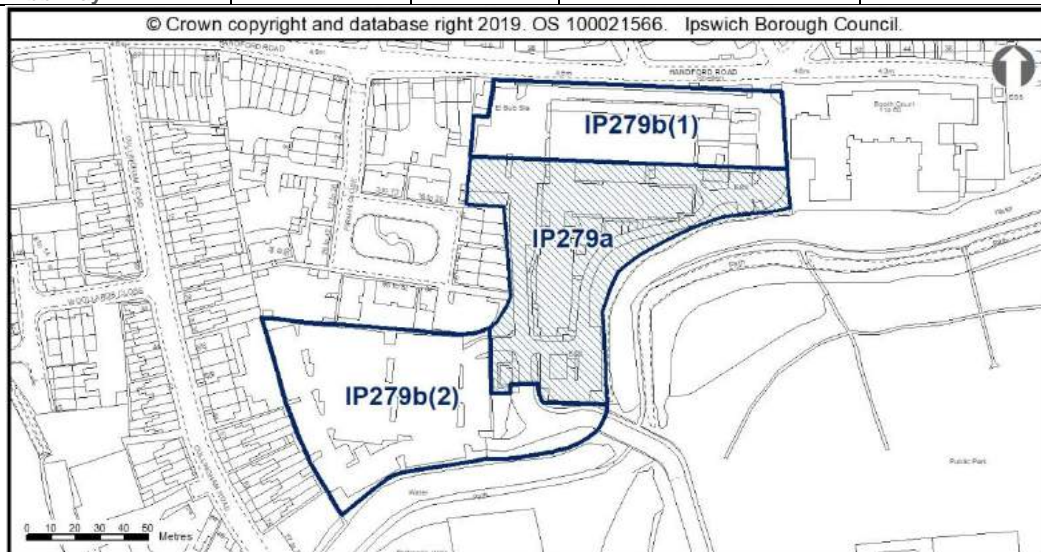
IP245	12-12a Arcade Street	0.06	14	18/00899/FUL approved 06.09.2019	Residential
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Constraints:

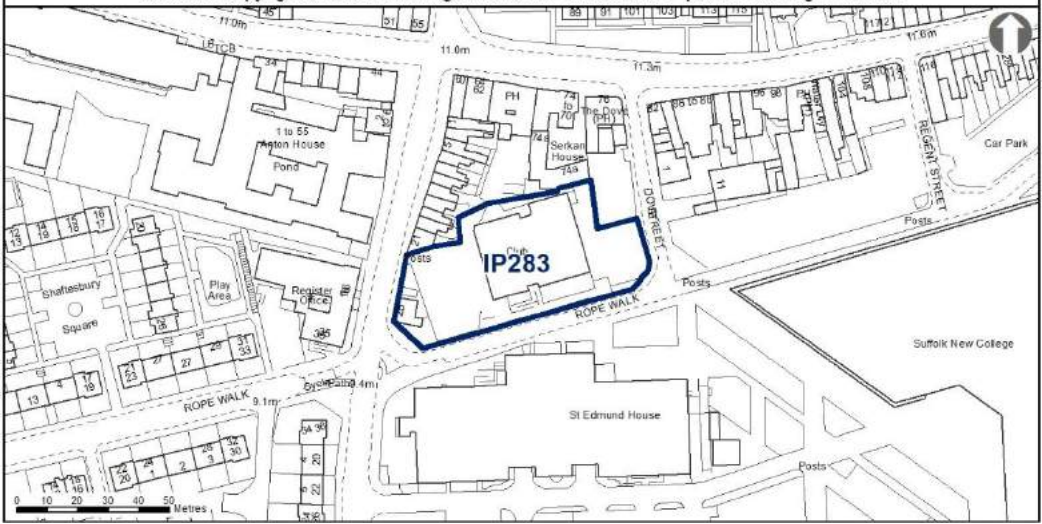
- The site is in the Central Conservation Area and adjacent to a Listed Building. Therefore a proportionate Heritage Statement will be required;
- The site is also within the Area of Archaeological Importance. An archaeological assessment will therefore be required; and
- A surface water management strategy will be required due to surface water flooding local to site (see SFRA Section 9.7 and Appendix A Map 11B of the 2020 Ipswich SFRA). There is a Flood Incident Report for this site.

IP279a	Former British Telecom Office, Bibb Way	0.63	78	18/00470/P3JPA approved 20.07.2018	Residential
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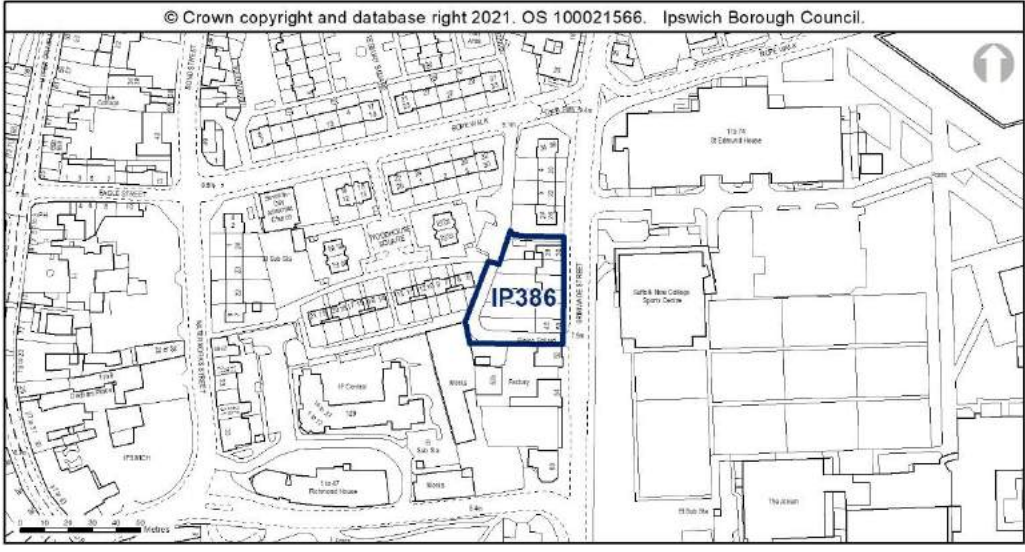


Constraints:

New Policy: Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area

	<ul style="list-style-type: none"> • A Contaminated Land Assessment likely required and mitigation delivered to address any findings; • Archaeological sites with remains relating to Prehistoric, Anglo-Saxon and the Roman periods in particular have been excavated in the vicinity of the development site, relating to activity on the higher ground over the town marsh and towards Handford Bridge. An archaeological assessment will therefore be required; • Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets likely required; • Surface water flooding local to site. A site-specific Flood Risk Assessment will be required which takes into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B); • A transport assessment and travel plan will be required; • Development must take account of the River Corridor Buffer (10m); • Future green space should be sited adjacent to the canal, to complement it and the design and layout would need to support the wildlife corridor function; • Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve are adjacent to the site. The site therefore is likely to have wildlife interest. An ecological and reptile survey will be needed. Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; • An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application; • This allocation site is located to the south of the Burlington Road Conservation Area and a proportionate heritage statement will be required; and • The capacities indicated have been formulated on the basis of early masterplanning discussions with the site owner. 				
IP283	25 Grimwade Street. Student Union Club and adjacent car park, Rope Walk	0.27	14	17/00049/FUL approved 23.08.2018	Residential
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • Site is within Area of Archaeological Importance and archaeological investigation/ assessment work will be required; • St Helen’s Conservation Area immediately to the north of the site and a proportionate heritage statement will be required; • Trees along frontage of site and will need to be protected or provision for replacement planting made. • Site specific Surface Water Strategy will be required; and • An Air Quality Assessment may be required because the site is in close proximity to Air Quality Management Area. 					
IP386	28-50 Grimwade Street	0.15	16 gross (13 net)	19/01118/FUL awaiting a S106	Residential

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<p>Constraints:</p> <ul style="list-style-type: none"> • An Air Quality Assessment may be required because the site is located in-between, but not within, two Air Quality Management Areas; • A surface water management strategy will be required due to surface water flooding local to site (see Section 9.7 and Appendix A, Map 11B of the 2020 Ipswich SFRA); An archaeological investigation/ assessment will be required; and • A Contaminated Land Assessment will be required, and mitigation delivered to address any findings. 	
Total	532

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP031b +	The proposed development at all of the sites under this policy would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. The proposed development would therefore be likely to help ensure new residents do not feel excluded.	IP031b +	S-LT	M
	IP054a +		IP054a +	S-LT	L
	IP074 +		IP074 +	M-LT	M
	IP084a +		IP084a +	M-LT	M
	IP142 +		IP142 +	M-LT	M
	IP169 +		IP169 +	M-LT	M
	IP188 +		IP188 +	M-LT	M
	IP200 +		IP200 +	M-LT	M
	IP205 +		IP205 +	M-LT	M
	IP206 +		IP206 +	M-LT	M
	IP245 +		IP245 +	M-LT	M
	IP279a +		IP279a +	S-LT	M
	IP283 +		IP283 +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
2 <i>To meet the housing requirements of the whole community</i>	IP386 +		IP386 +	M- LT	M
	IP031b +		IP031b +	S- LT	M
	IP054a +		IP054a +	M- LT	M
	IP074 +		IP074 +	M- LT	M
	IP084a +		IP084a +	N/A	L
	IP142 +	IP031b provides 31 new homes IP054a provides 62 new homes. IP074 would deliver 9 dwellings.	IP142 +	M- LT	M
	IP169 +	IP084a provides 40 new dwellings. IP142 would deliver 44 dwellings. IP169 would deliver 4 dwellings.	IP169 +	M- LT	M
	IP188 +	IP188 would deliver 9 dwellings. IP200 would deliver 71 dwellings.	IP188 +	M- LT	M
	IP200 +	IP205 would deliver 9 dwellings. IP206 would deliver 134 dwellings.	IP200 +	M- LT	M
	IP205 +	IP245 would deliver 14 dwellings. IP279a provides 78 new homes. IP283 will provide 14 new homes.	IP205 +	M- LT	M
	IP206 +	IP386 provides 16 (gross) or 13 (net) dwellings. Policy CS12 will apply regarding affordable housing except for IP074, IP169, IP188, IP205, IP245, IP283 and IP386.	IP206 +	M- LT	M
	IP245 +		IP245 +	M- LT	M
	IP279a +		IP279a +	S- LT	M
	IP283 +		IP283 +	S- LT	M
IP386 +		IP386 +	N/A	L	
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP031b +	IP031b within 1 km of a multiple GP surgeries. The site is within 500m of a sports facility and within 1km of a green public space. The site's proximity to services, amenities and employment areas would be likely to encourage walking and cycling.	IP031b ++	S- LT	M
	IP054a +	IP054a is 600m northeast of the site is the Orchard Medical Practice. New residents here would have excellent access to recreational and exercise opportunities, including areas along the waterfront.	IP054a ++	S- LT	L
	IP074 +	The proposed development at site IP084a would situate new residents within an existing community. Ipswich Hospital is approximately 2.5km east and Orchard Medical Practice is approximately 100m north of the site. Access to green and open spaces, and a diverse range of natural habitats is excellent, with Christchurch Park approximately 400m north and Alexandra Park approximately 300m southeast. The policy requires an air quality assessment to be prepared.	IP074 ++	M- LT	M
	IP084a +	The proximity of site IP142 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Felixstowe Road Medical Practice, is within 2km of the site. The site would situate new residents within an existing community. IP142 includes 25% open space.	IP084a +	M- LT	M
	IP142 +	The proximity of site IP169 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of the site. IP169 would situate new residents within an existing community.	IP142 ++	M- LT	M
	IP169 +		IP169 ++	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP188 +	<p>Nearby IP074 creates a new public open space. The proximity of sites IP074, IP188, IP200, IP205, IP245 and IP206 to services, facilities and amenities may encourage high rates of walking and cycling. The sites would situate new residents within an existing community. All sites have GP's within 2km.</p> <p>The nearest GP to:</p> <p>Site IP188 is Burlington Road Surgery (within 2km), Site IP205 is Orchard Medical Practice (within 1km), Site IP206 is Orchard Medical Practice (within 1km), Site IP200 is Stoke Park Medical Practice (within 2km) Site IP245 is Burlington Road Surgery (within 600m) Site IP074 is Orchard Medical Practice (within 500m) Site IP279a is within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities).</p> <p>Site IP283 is 200m south east of Orchard Medical Practice and 400m north west of Alexandra Park. The site would situate new residents within an existing community.</p> <p>The proximity of site IP386 to services, facilities and amenities may encourage high rates of walking and cycling. The site would situate new residents within an existing community. Ipswich Hospital is approximately 3km east and Orchard Medical Practice is approximately 500m north of the site. Access to green and open spaces, and a diverse range of natural habitats is good, with Park approximately 200m east. Fore Street swimming pool is approximately 100m west of the site. The policy requires air quality and contaminated land assessments to be prepared.</p> <p>Policy DM21 requires sustainable transport, including pedestrians and cyclists, to be prioritised in terms of providing transport for new developments. Policy DM21 requires the preparation of a Travel Plan and Transport Assessment in a site is in proximity to an AQMA. An air quality assessment may also be required.</p>	IP188 +	M- LT	M
	IP200 +		IP200 +	M- LT	M
	IP205 +		IP205 +	M- LT	M
	IP206 +		IP206 +	M- LT	M
	IP245 +		IP245 +	M- LT	M
	IP279a ++		IP279a ++	S- LT	M
	IP283 ++		IP283 ++	S- LT	M
	IP386 ++		IP386 ++	M- LT	M
4	To improve the quality of where people live and work	IP031b -	IP031b -	S- LT	L
		IP054a -	IP054a -	M- LT	M
		IP074 -	IP074 -	S- LT	M
		IP084a -	IP084a -	S- LT	M
		IP142 +	IP142 +	S- MT	L
		IP169 -	IP169 -	S- LT	M
		IP188 -	IP188 -	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty	
	IP200 +	the site would be therefore likely to expose residents to a source of noise, air or light pollution.	IP200 +	S- LT	M	
	IP205 -	IP205 is within 30m of an AQMA. The proposed developments at this location would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at this location would be exposed to dangerous levels of air pollutants associated with the AQMA.	IP205 -	S- LT	M	
	IP206 --	Site IP206 located adjacent to the A1022. The proposed development at the site would be therefore likely to expose residents to a source of noise, air or light pollution.	IP206 -	S- LT	M	
	IP245 O	In addition, the site is partially within an AQMA. The proposed development would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at this location would be exposed to dangerous levels of air pollutants associated with the AQMA.	IP245 O	S- LT	M	
	IP279a -	IP245 is unlikely to have a discernible effect on people's exposure to hazards or noise.	IP279a -	S- LT	L	
	IP283 -	Site IP279a is adjacent to the A1071 and is therefore likely to expose residents to a major source of noise, air or light pollution.	IP283 -	S- LT	L	
	IP386 -	Site IP283 would situate new residents adjacent to the A1156, which would be expected to be a major source of noise, air and light pollution.	IP386 -	S- LT	M	
5	<i>To improve levels of education and skills in the population overall</i>	IP031b +	IP031b is located within 1km of St Matthew's Church of England Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus.	IP031b +	S- LT	L
		IP054a +	The nearest primary school to IP054a, St Helens Primary School, is 790m north-east. The nearest secondary school, Ipswich School, is 1.2m north.	IP054a +	S- LT	L
		IP074 +	IP074 is located within 500m of St Helen's Nursey and Primary School. The site is within 2km of Stoke High Secondary School.	IP074 +	S- MT	L
		IP084a +	IP084a is approximately 500m north of the University of Suffolk Campus and Suffolk New College, and St Helen's Primary School is approximately 200m north of the site. Parkside Academy, the nearest secondary school, is approximately 2.5km east of the site.	IP084a +	S- MT	L
		IP142 +	IP142 is located within 1km of Cliff Lane Primary School Primary School. The site is within 2km of Stoke High Secondary School.	IP142 +	S- MT	L
		IP169 +	IP169 is located within 1km of Hillside Primary School and St Matthew's Church of England Primary School. IP169 is within 1km of Stoke High Secondary School.	IP169 +	S- MT	L
		IP188 +	IP188 is located within 1km of Hillside Primary School. IP188 is approximately 1km from Stoke High Secondary School.	IP188 +	S- MT	L
		IP200 +	IP200 is located within 1km of Hillside Primary School. The site is within 1km of Stoke High Secondary School.	IP200 +	S- MT	L
		IP205 +	IP205 is located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School.	IP205 +	S- MT	L
		IP206 +	IP206 is located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School.	IP206 +	S- MT	L
		IP245 +	IP245 is located within 500m of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School.	IP245 +	S- MT	L
		IP279a +	IP279a is located within 1km of St Matthew's Church of England Primary School and within 2km of Stone Lodge Academy, Stoke High and St Joseph's College. The site is within 2km of The University of Suffolk campus.	IP279a +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP283 +	IP283 is within 300m of St Helen's Nursery and Primary School and within 2km of Stoke High Secondary School. The site is 200m north west of Suffolk New College.	IP283 +	S- LT	L
	IP386 +	IP386 is approximately 50m west of the University of Suffolk Campus, and St Helen's Primary School is approximately 500m north of the site.	IP386 +	S- MT	L
6	IP031b --	All sites are within Groundwater Protection Zone 3 and would be expected to result in a net increase in water consumption, leading to negative effects.	IP031b -	S- LT	L
	IP054a -	Site IP031b is adjacent to the River Orwell. The proposed development would also be expected to result in a net increase in water consumption. Development at IP031b would have to take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality.	IP054a -	S- MT	L
	IP074 -	Site IP054a would be unlikely to have a negative impact on a surface waterbody.	IP074 -	M- LT	M
	IP084a -	Site IP074 does not coincide with, is not adjacent to and is not within 100m of a water body.	IP084a -	S- MT	L
	IP142 -	IP084a does not coincide with, is adjacent to or is within 100m of a water body. A surface water drainage strategy is required for the site, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. An onsite foul water drainage strategy will be required, which will ensure no wastewater is able to contaminate surface water resources.	IP142 -	S- LT	L
	IP169 --	IP142 is within 50m of the River Orwell and within 15m of a Pond network associated with Hollywell Park. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption.	IP169 -	S- LT	L
	IP188 --	Site IP188, site IP169 and site IP200 are adjacent to the River Orwell.	IP188 -	S- MT	L
	IP200 --	Development at IP188, IP205 and IP206 would have to take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality.	IP200 -	S- LT	L
	IP205 --	Site IP205 and Site IP206 are adjacent to the River Orwell and Neptune Marina.	IP205 -	S- LT	L
	IP206 --	There are no water bodies within 100m of Site IP245.	IP206 -	S- LT	L
	IP245 -	IP279a is adjacent to water bodies (Alderman Canal). Development at IP279a would have to take account of the 10m buffer of the river corridor, as well as require green space to be sited adjacent to the canal to support the wildlife corridor function. These could help to prevent negative impacts on water quality.	IP245 -	S- LT	L
	IP279a --	IP283 be expected to result in a net increase in water consumption. IP386 does not coincide with, is adjacent to or is within 100m of a water body, although is approximately 200m north of Neptune Marina. The site is within Flood Zone 1. A surface water drainage strategy is required for the site, which would be expected to guide the incorporation of effective SUDS to control surface water runoff.	IP279a -	S- LT	L
	IP283 -	It is also identified in the policy constraint requirements that Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets likely required.	IP283 -	S- LT	L
	IP386 -	Policy DM18 would also be applicable which requires all forms of contamination to be addressed.	IP386 -	S- LT	L
7	IP031b -	The proposed development at IP031b would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic. The site is close to an AQMA. The policy constraints for site IP031b require the need for an air quality assessment to be investigated due to the proximity to the AQMA. There is also a policy constraint requirement for a Transport Assessment and Travel Plan which will help to promote sustainable transport modes.	IP031b -	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP054a -	Site IP054a has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. Site is 80m north of the AQMA. Construction here and the car movements of new residents could make achieving air quality improvements at the AQMA more difficult.	IP054a -	M- LT	M
	IP074 -	The site is located nearby sustainable transport opportunities and has good access to jobs, which could help to limit air pollution associated with the movement of residents at the site. The policy constraints for site IP054a require an air quality assessment. There is also a policy constraint requirement for a Transport Assessment and Travel Plan which will help to promote sustainable transport modes.	IP074 -	M- LT	M
	IP084a -	Due to the scale of the proposed development at site IP074 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term.	IP084a -	M- LT	M
	IP142 -	IP084a would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of a Travel Plan, which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution.	IP142 -	M- LT	M
	IP169 -	The policy also requires the preparation of an air quality assessment because the site is partially within an AQMA, which would help to identify mitigation measures and prevent the worsening of local air quality.	IP169 -	M- LT	M
	IP188 -	Due to the scale of proposed developments at site IP142 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP188 -	M- LT	M
	IP200 -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. The policy constraints for site IP142 require an air quality assessment because of the site proximity to an AQMA. There is also a policy constraint requirement for a Transport Assessment and Travel Plan which will help to promote sustainable transport modes.	IP200 -	M- LT	M
	IP205 -	Due to the scale of proposed developments at site IP169 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP205 -	M- LT	M
		Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. Due to the scale of the proposed development at site IP200 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.			
		Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. Due to the scale of proposed developments at site IP205 and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.			

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP206 -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy constraints for this site require an Air Quality Assessment because it is in proximity to an AQMA. Site IP206 is partially within an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues.	IP206 -	M- LT	M
	IP245 -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. Due to the scale of proposed developments in site IP245 and the associated increase in traffic, the proposed development at the site would be likely to be a source of some degree of air pollution.	IP245 -	M- LT	M
	IP279a -	Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport. Site IP279a has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy constraints for site IP279a require a Transport Assessment and Travel Plan which will help to promote sustainable transport modes.	IP279a -	S- LT	L
	IP283 --	The proposed development at site IP283 would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic. The policy constraints for site IP283 identify an air quality assessment be required due to the close proximity to the AQMA. IP386 is located between two AQMAs. The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport is very good, which may help to limit increases in air pollution associated with road transport. The policy requires the preparation of an air quality assessment.	IP283 -	S- LT	L
	IP386 -	Policy DM21 requires sustainable transport modes to be prioritised in new developments, including the use of electric vehicle charging points. DM12 encourages the use of green infrastructure and requires appropriate cycle storage in new developments. Policy DM3 will apply to any developments that are within or in proximity to AQMAs.	IP386 -	M- LT	M
8	To conserve and enhance soil and mineral resources	<p>Sites IP031b, IP054a, IP200, IP205, IP206, IP279a, IP074, IP084a, IP386 IP283 and IP188 are brownfield sites, and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land. IP142 is located on a greenfield site. The proposed development at site IP169 would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. IP245 a car park and therefore development would constitute an efficient use of land and potentially an opportunity to remediate contaminated land. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM18 requires contamination to be addressed in new developments.</p>	<p>IP031b ++ IP054a + IP074 ++ IP084a ++ IP142 - IP169 - IP188 ++ IP200 ++ IP205 ++ IP206 ++ IP245 ++</p>	<p>S- LT S- LT S- LT S- LT S- LT S- LT S- LT S- LT S- LT</p>	<p>L L L L L L L L L L L L L L L</p>

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP279a ++		IP279a ++	S- LT	L
	IP283 ++		IP283 ++	S- LT	L
	IP386 ++		IP386 ++	S- LT	L
9	IP031b -	<p>Developments at all sites would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials appear unlikely with the previously existing warehouses now demolished.</p> <p>The proposed development be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p>Sites IP031b and IP188 within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</p> <p>The proposed development at site IP279a is for the conversion of the exiting building, and therefore, development at this site would not generate a significant amount of construction waste. Nevertheless, the development will still result in an increase in household waste.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 requires appropriate waste facilities to be provided in new developments.</p>	IP031b -	S- LT	L
	IP054a -		IP054a -	S- LT	L
	IP074 -		IP074 -	S- LT	L
	IP084a -		IP084a -	S- LT	L
	IP142 -		IP142 -	S- LT	L
	IP169 -		IP169 -	S- LT	L
	IP188 -		IP188 -	S- LT	L
	IP200 -		IP200 -	S- LT	L
	IP205 -		IP205 -	S- LT	L
	IP206 -		IP206 -	S- LT	L
	IP245 -		IP245 -	S- LT	L
	IP279a -		IP279a -	S- LT	L
	IP283 -		IP283 -	S- LT	L
	IP386 -		IP386 -	S- LT	L
10	IP031b -	<p>All of the proposed sites have good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport.</p> <p>The construction and occupation of the proposed development at all of the sites allocated under this policy would be expected to result in a net increase in greenhouse gas emissions, largely due to an associated increase in road traffic.</p> <p>Site IP031b is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.</p> <p>Site IP279a is adjacent to sustainable transport opportunities and within 500m of jobs (Russel Road employment area).</p> <p>Site IP283 is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.</p> <p>Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.</p>	IP031b -	S- LT	L
	IP054a -		IP054a -	S- LT	L
	IP074 -		IP074 -	S- LT	M
	IP084a -		IP084a -	S- LT	M
	IP142 -		IP142 -	S- LT	M
	IP169 -		IP169 -	S- LT	M
	IP188 -		IP188 -	S- LT	M
	IP200 -		IP200 -	S- LT	M
	IP205 -		IP205 -	S- LT	M
	IP206 -		IP206 -	S- LT	M
	IP245 -		IP245 -	S- LT	M
	IP279a -		IP279a -	S- LT	L
	IP283 -		IP283 -	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP386 -		IP386 -	S- LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	IP031b --	Site IP031b is in Flood Zone 3 and the south-west corner is at a high risk of surface water flooding. The policy constraints for this site require a site-specific Flood Risk Assessment to be provided which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10 and site sheet in Appendix F.	IP031b -	S- LT	M
	IP054a -	Approximately half of site IP054a, the southern half, coincides with Flood Zone 2 and is not at risk of surface water flooding. The site contains a limited number of small areas of land that are classed as being at a low risk of surface water flooding. The policy constraints for this site require a site specific Flood Risk Assessment to be provided which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10.	IP054a -	S- LT	L
	IP074 +	IP142 is within Flood Zone 2 and with small areas coinciding with Flood Zone 3 around the site's boundary. The policy constraints for this site require a surface water management strategy to be provided. Site IP142 requires a Surface Water Management Strategy which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Appendix A, Map 11B.	IP074 +	S- LT	L
	IP084a +	Site IP084a is not within Flood Zone 1 or at risk of surface water flooding. requires a Surface Water Drainage Strategy and for details of on-site foul water drainage strategy to be provided.	IP084a +		
	IP142 +	Site IP169 is within Flood Zone 3. IP169 has approximately 20% of its land on the northern boundary at low risk of surface water flood risk. The policy constraints for this site require a site specific Flood Risk Assessment to be provided which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 9.7 and Appendix A, Map 11B.	IP142 +	S- LT	L
	IP169 --	Site IP188 site has at least 50% of land in Flood Zone 3. The policy constraints for this site require a site specific Flood Risk Assessment and a surface water management strategy to be provided which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10 and site sheet in Appendix F and Section 9.7 and Appendix A, Map 11B.	IP169 --	S- LT	L
	IP188 --	IP200 is within Flood Zone 3. Approximately 50% of IP200 is at low risk of surface water flooding, with small areas of high and medium risk. The loss of permeable surfaces on this site could potentially alter the local extent of surface water flood risk. The policy constraints for this site require a site specific Flood Risk Assessment and a surface water management strategy to be provided which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10 and Section 9.7 and Appendix A, Map 11B.	IP188 --	S- LT	L
	IP200 --	IP205 in Flood Zone 3 and has a small area at a low risk of surface water flooding. A site-specific Flood Risk Assessment is required which takes into account the findings of the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10.	IP200 --	S- LT	L
	IP205 --	The site IP206 is in Flood Zone 3 and at low risk of fluvial flooding. IP206 has approximately 40% of land at risk of surface water flooding – largely at low and medium risk in the north and west with a small area of high risk on the site's eastern boundary with IP211. The policy constraints for this site requires a site specific Flood Risk Assessment to be provided which takes into account the findings of	IP205 --	S- LT	L
	IP206 --		IP206 --	S- LT	L
	IP245 +		IP245 +	S- LT	L
	IP279a +		IP279a +	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP283 +	the Ipswich SFRA (October 2020) through appropriate mitigation identified in Section 10. Site IP074, IP283, IP279a, IP245, IP084a and IP386 are located in Flood Zone 1 and are not at risk of surface water flooding. The policy constraints for this all these sites require a site specific Flood Risk Assessment and a surface water management strategy to be provided (see SFRA Sections 9.7, Section 10 and maps in Appendix A). Policy DM4 would also be applicable to all sites, this requires SuDS, including through the use of green infrastructure where appropriate.	IP283 +	S- LT	M
	IP386 +		IP38 +	S- LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP031b -	Sites IP054a, IP074, IP084a, IP368, IP142, IP245, IP279a and IP283 are unlikely to have a discernible effect on any designation associated with the coast or estuary Due to the site IP169 being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed developments could potentially have an adverse impact on the Coasts and Estuaries objective. There is a policy requirement for this site which requires a contaminated land assessment, and this will have to consider water run off. Due to sites IP200, IP031b, IP188, IP205, IP206 being adjacent to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP200 would have to take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. There is a policy requirement for this site which requires a contaminated land assessment and this will have to consider water run off.	IP031b O	S- LT	L
IP054a O	IP054a O		N/A	M	
IP074 O	IP074 O		N/A	M	
IP084a O	IP084a O		N/A	L	
IP142 O	IP142 O		S- LT	M	
IP169 -	IP169 O		S- LT	M	
IP188 -	IP188 O		S- LT	M	
IP200 -	IP200 O		S- LT	M	
IP205 -	IP205 O		S- LT	M	
IP206 -	IP206 O		S- LT	M	
IP245 O	IP245 O		N/A	M	
IP279a O	IP279a O		N/A	L	
IP283 O	IP283 O		N/A	L	
IP386 O	IP386 O		N/A	L	
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP031b -	The Site IP031b is adjacent to the River Orwell County Wildlife Site. The site is at a low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. Development would need to support the wildlife corridor function of the river. The extent of green infrastructure proposed is unknown at this stage. Development at IP031b must take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. Policy DM8 would apply to any new development which requires biodiversity net gain. There are also specific policy constraints for this site requiring development; to support the River Orwell wildlife corridor, managing scrub habitat along the riverbanks, providing a reptile survey, designing any lighting scheme to prevent light spillage. The site IP054a is considered to be of a very limited biodiversity value, particularly in its current condition. The only biodiversity designations in proximity to the site are the 'River Orwell' and the 'River Orwell – Wet Dock' County Wildlife Sites lying approximately	IP031b +	S- LT	L
IP054a O	IP054a +		S- LT	L	
IP074 O	IP074 +		S- LT	M	

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP084a O	180m south of the site's perimeter. Given the existing presence of intense urban built form lying between the site and these designations, adverse impacts as a result of the proposed development at the site are unlikely. There is a requirement to preserve existing TPOs present or close to the site. Development could potentially be an opportunity to enhance the site's biodiversity value.	IP084a O	N/A	L
	IP142 -	IP074 is unlikely to have a discernible impact on biodiversity. Policy DM8 would apply to any new development which requires biodiversity net gain. There is also a policy requirement for this site to protect tree preservation orders on or adjacent to the site.	IP142 -	S- LT	M
	IP169 -	IP084a is unlikely to have a discernible impact on biodiversity. There is a condition related to the existing permission requiring bat surveys and mitigation. IP142 is located on a greenfield site. Policy DM8 would apply to any new development which requires biodiversity net gain. There is also a policy requirement for this site to protect tree preservation orders on or adjacent to the site.	IP169 O	S- LT	M
	IP188 -	Due to site IP188 being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.	IP188 O	S- LT	M
	IP200 -	Development at IP188 would have to take account of the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. Policy DM8 would apply to any new development which requires biodiversity net gain. Development would also need to take account of the River Corridor Buffer (10m) and the ecological quality of this. There are also specific policy requirements for this site to provide an ecological survey (including bats).	IP200 O	S- LT	M
	IP205 -	Due to being in proximity of site IP206, IP169, IP200, and IP205 to the River Orwell, which is an important wildlife corridor in the Borough, and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and occupation of these proposed development could potentially have an adverse impact on the Biodiversity Objective. Policy DM8 would apply to any new development which requires biodiversity net gain. Development would also need to take account of the River Corridor Buffer (10m) and the ecological quality of this.	IP205 +	S- LT	M
	IP206 -	Site IP245 unlikely to have a discernible impact on biodiversity. Policy DM8 would apply to any new development which requires biodiversity net gain.	IP206 O	S- LT	M
	IP245 O	Site IP279a is adjacent to the Alderman Canal County Wildlife Site, Alderman Canal East LNR and Alderman Canal West LNR. The extent of green infrastructure proposed is unknown at this stage - brownfield site. Development would also need to take account of the River Corridor Buffer (10m) and the ecological quality of this.	IP245 +	S- LT	M
	IP279a --	There are also specific policy requirements for this site to provide a Preliminary Ecological Assessment, invasive plant species assessment and reptile survey, support the wildlife corridor adjacent and a constraint which reminds applicants of the need to correctly dispose of cotoneaster.	IP279a -	S- LT	L
	IP283 O	Site IP283 is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.	IP283 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP386 O	The extent of green infrastructure proposed is unknown at this stage. There is a specific policy requirement for this site to protect trees along the frontage or provided replacement planting. Site IP386 is unlikely to have a discernible impact on biodiversity. Policy DM8 would apply to any new development which requires biodiversity net gain.	IP386 O	N/A	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP031b +	IP031b coincides with the Stoke Conservation Area. 45m south of the Site is the Grade I Listed Building Church of St Mary at Stoke. The proposed Development is considered to be an opportunity to enhance the Site's contribution to the local character and the setting of these heritage assets by replacing the existing brownfield's use with a high-quality development. The site is within the Area of Archaeological Importance. A desk-based study and potential investigation would be needed prior to construction. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment, development to be sensitive to the historic setting of the site, provide active frontages, and, provide a heritage impact assessment.	IP031b +	S- LT	M
	IP054a +	Site IP054a sits within an Area of Archaeological Importance and is partially within and adjacent to the Central Conservation Area. There are also nearly 20 Grade II Listed Buildings just outside the site, with significantly more in relative proximity to the site and within the Conservation Area. The Grade I Listed Building '2, S Peter's Street' is 125m west of the Site. Given the lay of the land and the intense urban built form surrounding the site, adverse impacts on the setting of most heritage assets and historic areas are unlikely. It is expected that where the proposed development is viewable from a heritage asset or historic area, it would help to enhance their setting by providing high-quality and attractive development as a replacement for warehousing and vacant land. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment, development to be sensitive to the historic setting of the site and provide a heritage impact assessment. In addition, the policy constraints remind developers of the need to follow the Schedule Monument Consent process.	IP054a +	S- LT	L
	IP074 O	Site IP074 is within an Area of Archaeological Importance and adjacent to two Grade II Listed Buildings, 33 Upper Orwell Street and St Michaels church. Due to the existing nature of the development site, impacts on the setting of these sensitive heritage assets would not be expected. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP074 +	S- LT	M
	IP084a -	Site IP074 is within an Area of Archaeological Importance and adjacent to two Grade II Listed Buildings, 33 Upper Orwell Street and St Michaels church. Due to the existing nature of the development site, impacts on the setting of these sensitive heritage assets would not be expected. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP084a -	S- LT	M
	IP142 +	Site IP142 is unlikely to have a significant impact on the historic environment and due to it's brownfield nature, the proposed development is an opportunity to improve the local setting. Policy DM12 of the Core Strategy and Policies DPD would apply and this	IP142 +	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP169 +	requires a high quality design and to positively contribute to the setting of Listed Buildings. Site IP169 is not in proximity to any sensitive heritage assets. The proposed development at the site is an opportunity to improve the local setting given the current brownfield condition of the site. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological condition and a heritage impact assessment.	IP169 +	S- LT	M
	IP188 +	Site IP188 is in the Stoke Conservation Area. It is a brownfield site and it is therefore considered that the development may help to enhance the local character. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP188 +	S- LT	M
	IP200 +	Site IP200 would be unlikely to have a significant impact on the historic environment. And due to the brownfield and derelict nature of the sites the proposed development at the site is an opportunity to improve the local setting. Policies DM12 and DM14 of the Core Strategy and Policies DPD would apply to this site. The policy constraints for this site also requires an archaeological assessment. It also requires a condition relating to archaeological investigation attached to any planning consent.	IP200 +	S- LT	M
	IP205 O	Three listed buildings, including the Church of St Peter, are within 20-50m north of the site IP205. The site lies in an area of international archaeological importance, on the Anglo-Saxon and Medieval waterfront. Due to existing presence and nature of the buildings on the development site, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development at the site is an opportunity to improve the local setting given the current brownfield condition of the site. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP205 +	S- LT	M
	IP206 O	Site IP206 is adjacent to one Grade II Listed Building, Church of St Mary at the Quay and within proximity to the listed buildings and scheduled monuments. The site has been subject to large scale excavation but post-excavation work was stalled by the development situation and there is still an outstanding obligation for assessment, conservation, analysis and publication, particularly of important waterlogged wooden structures from the Anglo-Saxon waterfront. Preservation by record has not been met, and the condition on IP/04/00313 remains outstanding. Any new applications would require a condition or agreement to secure post-excavation work. The proposed developments are an opportunity to improve the local setting. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment.	IP206 +	S- LT	M
	IP245 +	The site is in the Central Conservation Area and is also within an Area of Archaeological Importance. There are multiple Grade II Listed Buildings within 50m of site IP245, along Museum Street. The proposed development at the site is an opportunity to improve the local setting given the current brownfield location of IP245.	IP245 +	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP279a O	Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage impact assessment. Site IP279a is unlikely to have a significant impact on the historic environment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage statement.	IP279a O	S- LT	M
	IP283 +	A range of Grade II Listed Buildings are within 100m north of the site IP283 along St Helens Street and the site is within the St Helens Conservation Area. The Site is also within an Area of Archaeological Importance. The Site is currently car parking spaces and a large student union club building. It is considered to be likely that the proposed residential Development would not discernibly alter the setting of these heritage assets. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment and a heritage statement.	IP283 +	S- LT	M
	IP386 -	Site IP386 is unlikely to have a significant impact on the historic environment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply to this site given the surrounding historic context. The policy constraints for this site also requires an archaeological assessment.	IP386 -	S- LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes				
	IP031b +	Site IP031b is a brownfield site. There is a requirement for development to have active frontages and careful attention to topography levels to maintain views through to the Conservation Area is required. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP031b +	S- LT	L
	IP054a +	Site IP054a is a brownfield site previously used for warehousing, the proposed development could potentially enhance the site's contribution towards the local townscape character. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP054a +	S- LT	L
	IP074 +	IP074 is a car park and it is therefore considered that the development may help to enhance the local character. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP074 +	S- LT	L
	IP084a -	IP074 is a car park and it is therefore considered that the development may help to enhance the local character. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP084a -	S- LT	L
	IP142 -	IP084a is a building at risk on the listed buildings at Risk Register and is a Grade II Listed Building within the St Helen's Conservation Area. The conversion of this building will bring this building back into use and restore it to it's original condition.	IP142 -	S- LT	M
	IP169 +	The scale of the development at IP142 could have impacts on local character.	IP169 +	S- LT	L
	IP188 +	IP142 would result in the loss of a greenfield site. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP188 +	S- LT	L
	IP200 +	IP169 is a car parking area. It is therefore considered that the developments may help to enhance the local character. Policy DM12 would apply and this requires a high-quality design which	IP200 +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP205 +	positively contributes to the local townscape character, including through the use of green infrastructure where appropriate. Sites IP200, IP205, IP206, IP188, IP283, IP386, IP084a, and IP031b are brownfield with buildings that are in poor condition and appear derelict. It is therefore considered that the development may help to enhance the local character. Policy DM12 would apply and this requires a high-quality design which positively contributes to the local townscape character, including through the use of green infrastructure where appropriate.	IP205 +	S- LT	L
	IP206 +		IP206 +	S- LT	L
	IP245 +		IP245 +	S- LT	L
	IP279a +		IP279a +	S- LT	L
	IP283 +		IP283 +	S- LT	L
	IP386 +		IP386 +	S- LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	The proposed development at all sites under this policy would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP031b +	S- LT	H
	IP054a +		IP054a +	S- LT	M
	IP074 +		IP074 +	S- LT	L
	IP084a +		IP084a +	S- LT	L
	IP142 +		IP142 +	S- LT	L
	IP169 +		IP169 +	S- LT	L
	IP188 +		IP188 +	S- LT	L
	IP200 +		IP200 +	S- LT	L
	IP205 +		IP205 +	S- LT	L
	IP206 +		IP206 +	S- LT	L
	IP245 +		IP245 +	S- LT	L
	IP279a +		IP279a +	S- LT	H
	IP283 +		IP283 +	S- LT	H
	IP386 +		IP386 +	S- LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	The proposed development at all sites would situate new residents in proximity, and with good access, to central areas in Ipswich. Development in these locations may also help to rejuvenate brownfield sites in the Borough.	IP031b +	S- LT	L
	IP054a +		IP054a +	S- LT	L
	IP074a +		IP074a +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP084a + IP142 + IP169 + IP188 + IP200 + IP205 + IP206 + IP245 + IP279a + IP283 + IP386 +		IP084a + IP142 + IP169 + IP188 + IP200 + IP205 + IP206 + IP245 + IP279a + IP283 + IP386 +	S-LT S-LT S-LT S-LT S-LT S-LT S-LT S-LT S-LT S-LT S-LT S-LT	L L L L L L L L L L L L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP031b ++ IP054a ++ IP074 ++ IP084a + IP142 + IP169 ++	<p>Development at Site IP031b would situate new residents in proximity to multiple bus stops, as well as within 500m of Ipswich Railway Station. The site's proximity to services, amenities and employment areas would be likely to encourage walking and cycling. Access via the strategic road network is also very good.</p> <p>The proposed Development would result in the loss of a car park and it is unclear the extent to which this would alter the capacity of local car parking spaces in relation to the growing need. A Transport Assessment and Travel Plan is required as a policy constraint for this site.</p> <p>Site IP054a is within a short walk of a few metres from numerous frequent bus services. The proximity of the site to services, facilities and amenities would reduce the need of residents to travel. Ipswich Railway Station is 850m south-west. Pedestrian access is good. Cycling access is good although the nearby main roads from which the site is access could discourage cycling due to no cycle route separate from the path of cars. A Transport Assessment and Travel Plan is required as a policy constraint for this site.</p> <p>Site IP074 is within 500m of multiple bus stops. The site is within 1.5km of the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.</p> <p>Site IP084a is within the Town Centre with close proximity to jobs, services, amenities and facilities which would encourage high rates of walking and cycling and enable efficient movement. The policy constraints for this site requires a Travel Plan because of its sustainable location.</p> <p>Site IP142 is within 500m of multiple bus stops. The nearest railway stations, Ipswich and Derby Road, are within 2km. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. A Transport Assessment and Travel Plan is required as a policy constraint for this site.</p>	IP031b ++ IP054a ++ IP074 ++ IP084a ++ IP142 + IP169 ++	S-LT S-LT S-LT S-LT S-LT S-LT	M L L L L L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP188 ++	Site IP169 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is within 500m of IP169. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP188 ++	S- LT	L
	IP200 ++	Site IP188 is within 500m of multiple bus stops. The site is within 1km of the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP200 ++	S- LT	L
	IP205 ++	IP200 site is within 500m of multiple bus stops. The site is approximately 1km from the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP205 ++	S- LT	L
	IP206 ++	Site IP205 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP206 ++	S- LT	L
	IP245 ++	Site IP206 is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP245 ++	S- LT	L
	IP279a ++	Site IP245 is within 500m of multiple bus stops. IP245 is within 1km of the nearest railway station. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	IP279a ++	S- LT	M
	IP283 ++	Site IP279a is within 500 m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The site is also within 1km of Norwich road District Centre and other retail and service areas. The site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access or is easily provided. A Transport Assessment and Travel Plan is required as a policy constraint for this site.	IP283 ++	S- LT	M
	IP386 +	Site IP283 is within 500m of several bus stops and is 1.4km from Ipswich Railway Station as well as 1.4km from Derby Road Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. The Site is in proximity to services, amenities and open spaces.	IP386 ++	S- LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP031b +	All sites are unlikely to have a discernible effect on digital infrastructure or broadband speeds. As all of the sites in this policy are in an urban area, they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	IP031b +	S- LT	L
IP054a +	IP054a +		S- LT	L	
IP074 +	IP074 +		S- LT	L	
IP084a +	IP084a +		S- LT	L	
IP142 +	IP142 +		S- LT	L	
IP169 +	IP169 +		S- LT	L	
IP188 +	IP188 +		S- LT	L	

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP200 +		IP200 +	S- LT	L
	IP205 +		IP205 +	S- LT	L
	IP206 +		IP206 +	S- LT	L
	IP245 +		IP245 +	S- LT	L
	IP279a +		IP279a +	S- LT	L
	IP283 +		IP283 +	S- LT	L
	IP386 +		IP386 +	S- LT	L

3.2.28 Policy SP4: Opportunity Sites in the IP One Area

This policy sets out the allocations for sites IP028b, IP045, IP052 and IP226. All four sites were previously assessed in the Regulation 19 SA Report.

The criteria set for site IP028b has been amended to include requirements for water infrastructure and/or treatment upgrades to serve the proposed growth, a transport assessment and travel plan to be prepared, a contaminated land assessment to be prepared, as well as an invasive plant species and preliminary Ecological Assessment to be prepared.

In relation to IP045, a contamination assessment is now required, along with a transport assessment and travel plan. The site information also requires development to take into consideration the nearby safeguarded minerals facility. Furthermore, a project-level HRA is required to prevent adverse effects to the Stour and Orwell Estuaries SPA and Ramsar coring due to development.

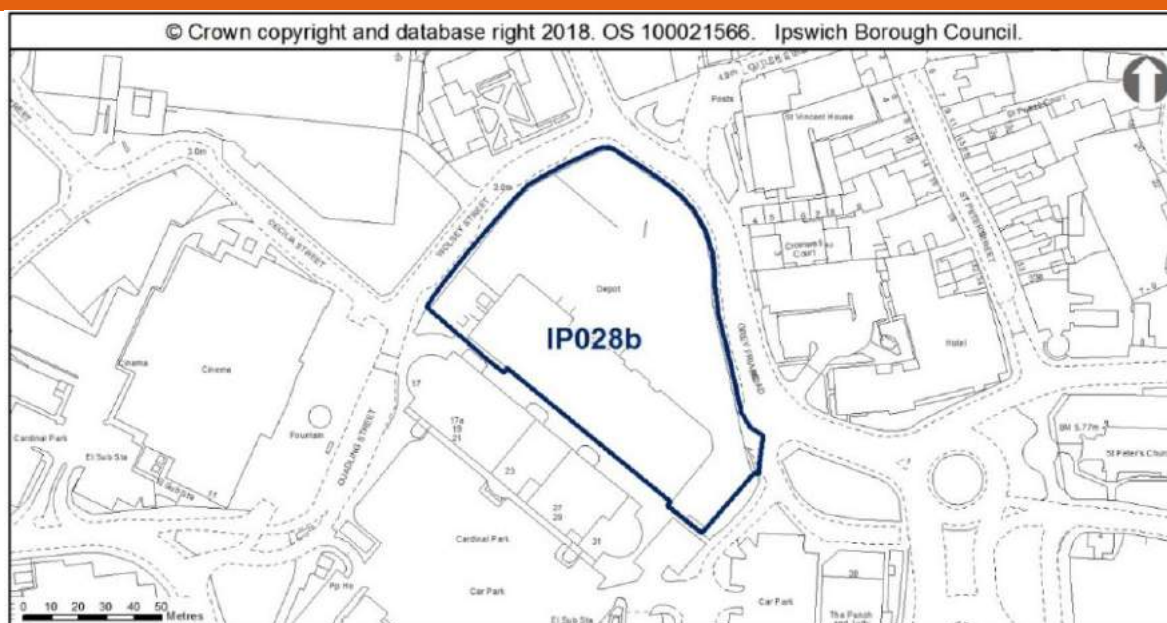
Site IP052 has new criteria which requires improvements to the public realm, a contaminated land assessment to be prepared and a proportionate heritage assessment to be prepared.

The criteria for site IP226 has been amended since the Draft Ipswich local Plan Review to include requirements for a project-level HRA to prevent adverse effects to the Stour and Orwell Estuaries SP and Ramsar occurring due to development.

Policy SP4: Opportunity Sites in the IP One Area

Four opportunity sites have been identified within the IP-One Area that have potential for housing-led redevelopment and would contribute to the regeneration of the Waterfront and Town Centre. These are listed below ~~and described in Appendix 4~~. The Council will work with land owners and other interested parties to investigate opportunities and bring them forward through the development management process, taking into account constraints set out ~~below, in the Appendix 4 site sheets~~.

Policy SP4: Opportunity Sites in the IP One Area



IP028b Jewsons, Greyfriars Road

Potential mix: residential, leisure (A3-A5/D2 restaurants and cafes, drinking establishments, hot food takeaways and/or indoor sport, recreation or fitness, office/F2).

Indicative capacity: 40 dwellings

Site area: 0.71ha

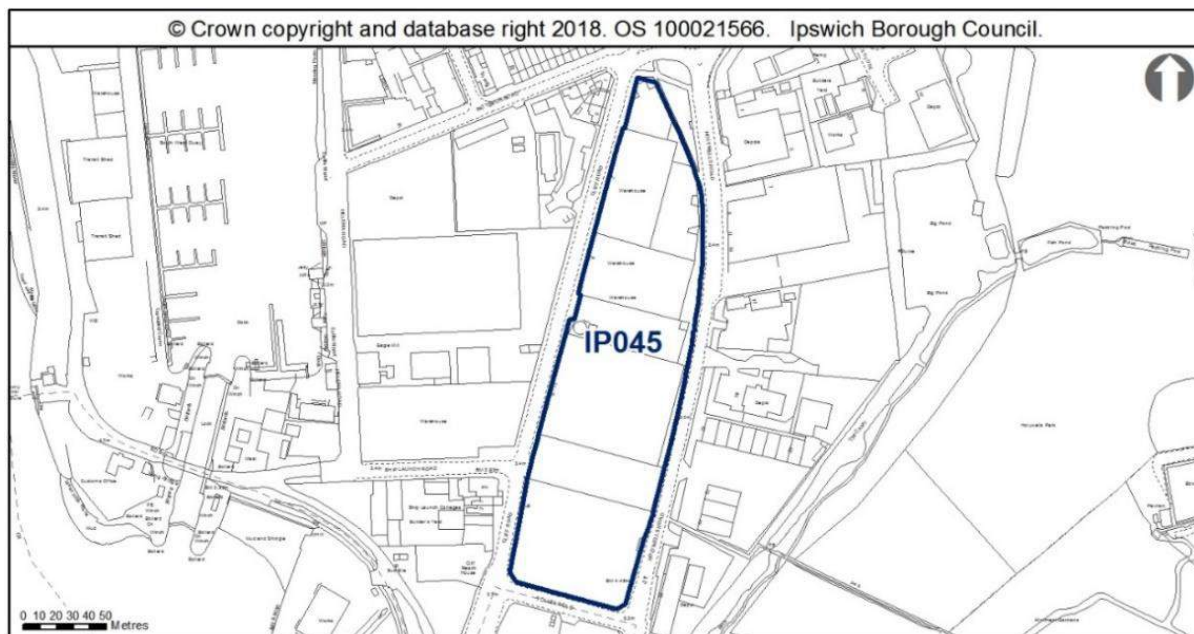
Regeneration role: a site with potential for a more efficient and appropriate town centre use than the current builders' yard, which would continue the regeneration of Greyfriars Road achieved through the residential redevelopment adjacent at Wolsey Street and improve pedestrian routes from Cardinal Park to the Central Shopping Area by reducing 'dead' frontage.

Constraints:

- a. This site lies to the west of the Central Conservation Area and near to Grade II* Listed Church of St Nicholas and its heritage assets within the Churchyard. Any development needs to protect or enhance the setting of the Conservation Area centred around St Peter's Street;
- b. The development of this site should include a high quality, usable public realm, which should encourage users between Cardinal Park, the allocation site and the town centre;
- c. The site lies within Flood Risk Zone 2 and 3 therefore a full Flood Risk Assessment will be required in addition to a Surface Water Management Strategy;
- d. The site lies immediately adjacent to an Area of Archaeological Importance and to a Scheduled Monument. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development;
- e. The site lies adjacent to an existing AQMA. Any development is required to meet the requirements of Policy DM3 on air quality. An Air Quality Assessment (AQA) will be required;
- f. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;
- g. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities.
- h. Water infrastructure and/or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required;

Policy SP4: Opportunity Sites in the IP One Area

- i. A transport assessment and travel plan will be required; and
- j. an invasive plant species assessment should be included part of any Preliminary Ecological Assessment to accompany a planning application. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.



IP045 Land bounded by Toller Road, Cliff Lane and Holywells Road

Potential mix: residential and employment (Use Class E (g)), community, arts, open space or tourism.

Indicative capacity: 148 dwellings

Site Area: 2.06ha

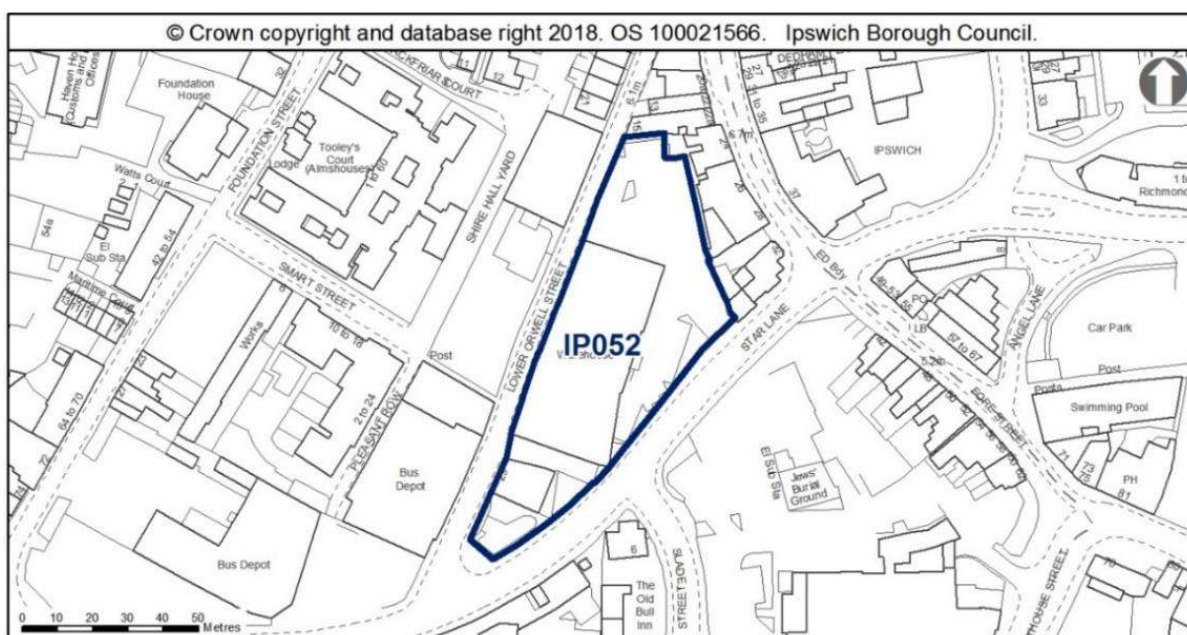
Regeneration role: a key site for the regeneration of the eastern quays, lying between IP226 to the west (see below) and residential allocation IP064 to the east. The site would provide opportunities to improve pedestrian linkage from the eastern quays to open space at Holywells Park.

Constraints:

- a. Care should be taken to maintain and enhance the existing greenspace lying to the northern edge of the site and enhance it in accordance with Policy CS16 Green Infrastructure, Sport and Recreation as part of the open space provision for the site for inclusion in any development proposal for the site;
- b. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;
- c. A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;
- d. The site lies immediately adjacent to an Area of Archaeological Importance as it lies on the edge of the historic channel of the Orwell and there is potential for buried historic deposits. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development;
- e. The site is located between the Wet Dock Conservation Area and Holywells Park Conservation Area and is located to the north of the cluster of Grade II listed buildings associated with Cliff Quay

Policy SP4: Opportunity Sites in the IP One Area

- Brewery, and is opposite The Ship Launch Inn, which is included on the Local List SPD. Therefore any proposals will be required to protect or enhance the setting of these heritage assets;
- f. Development should principally be of domestic scale, reflecting the scale established at Patteson Road, however some taller units to accommodate flats could be incorporated into the site, but they should still respect the overriding domestic scale of architecture;
 - g. The site lies within Flood Risk Zone 2 and 3 therefore a full Flood Risk Assessment will be required in addition to a Surface Water Management Strategy.
 - h. A transport assessment and travel plan will be required;
 - i. The site is located close to the Holywells Park County Wildlife Site and is east of the River Orwell County Wildlife Site and there is an opportunity to create small-scale steppingstone habitats which will in turn contribute to the wider ecological network. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
 - j. Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination; and
 - k. The site allocation is within 250m of a safeguarded mineral site in the Suffolk Minerals and Waste Local Plan. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.



IP052 Land at Star Lane/Lower Orwell Street

Potential mix: residential, employment, leisure

Indicative capacity: 29 dwellings

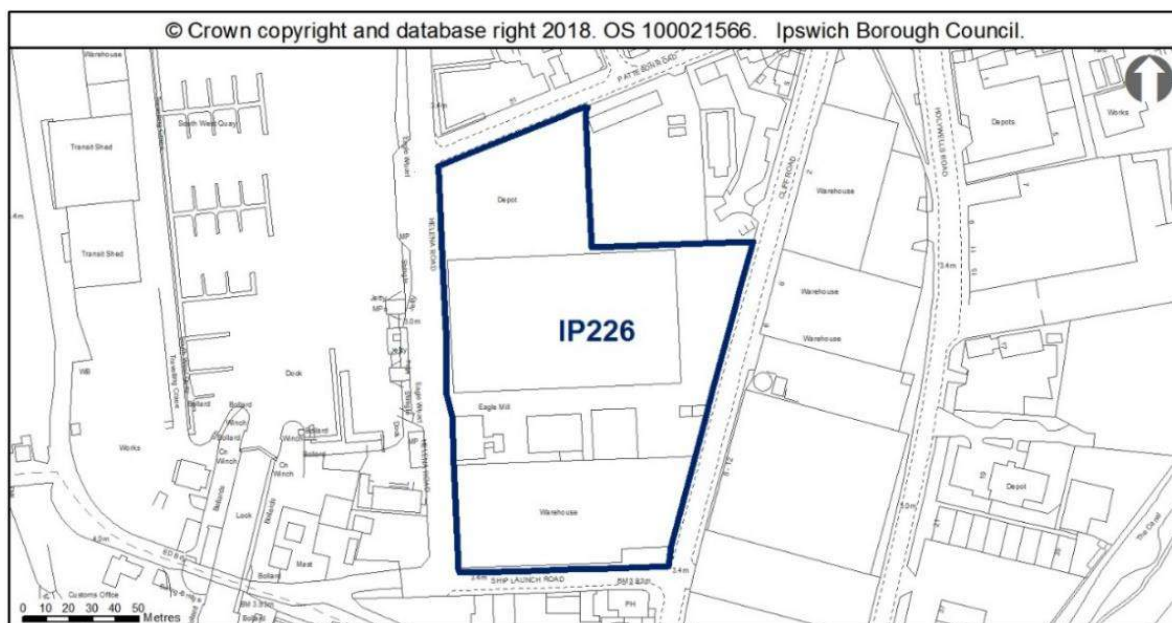
Site area: 0.4ha

Regeneration role: an important site for the regeneration of Lower Orwell Street and improvements for pedestrians and cyclists on Star Lane, with residential and mixed-use allocations across Lower Orwell Street at IP011a and IP011b.

Constraints:

Policy SP4: Opportunity Sites in the IP One Area

- a) The site lies adjacent to an existing AQMA. Any development is required to meet the requirements of Policy DM3 on air quality. An Air Quality Assessment (AQA) will be required;
- b) The southern section of the site lies in Flood Zone 2. Therefore any vulnerable uses will have to be confined to the northern section of the site. A surface water management strategy will be required as well as a Flood Risk Assessment;
- c) Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;
- d) A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;
- e) The north-eastern edge of the site abuts the Central Conservation Area, Scheduled Monument and a number of important Listed Buildings. This site also includes a boundary marker, which is included on the Local List (Buildings of Townscape Interest) Supplementary Planning Document. Any proposals will be required to protect or enhance the setting of heritage assets and a proportionate heritage assessment is required;
- f) Development should be domestic in scale (2-3 storeys) and reflect the historic development along Fore Street which backs onto the site, and should ensure to address both Lower Brook Street and Star Lane historic frontages;
- g) Improvements to the public realm should also be incorporated to the development of the site and improve pedestrian access between the Waterfront the town centre and the allocation including widening Star Lane footways; and
- h) This site is within the urban core and the Area of Archaeological Importance (IPS 413) and close to scheduled areas of Middle Saxon and medieval occupation (NHLE 1005985 and NHLE 1002966). There is potential for nationally important archaeological remains outside of scheduled areas. An Archaeological Assessment will be required.



IP226 Helena Road/Patteson Road

Potential mix: residential and uses appropriate at the Waterfront (Policy SP11)

Indicative capacity: 337 dwellings

Site Area: 1.87ha

Policy SP4: Opportunity Sites in the IP One Area

Regeneration role: a key site for the regeneration of the eastern quays providing a bookend to the Waterfront development and linking through to the brewery site IP042 to the south, with residential allocation IP098 adjacent.

Constraints:

- a) Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;
- b) The site is predominantly in Flood Zone 3 with pockets of Flood Zone 2. A surface water management strategy will be required as well as a full Flood Risk Assessment;
- c) The site lies immediately adjacent to an Area of Archaeological Importance and lies on the edge of the channel of the River Orwell and there is potential for buried historic deposits. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development;
- d) A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;
- e) The western boundary of the site lies adjacent to the Wet Dock Conservation Area and therefore any proposals will be required to protect or enhance the setting of the heritage assets;
- f) Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination; and
- g) Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP028b +	IP028b is within 500m of a place of worship (Diocese of St Edmundsbury and Ipswich, Foundation St Church and Christian Orthodox church). The Site is also within 1km of a local or key service centre (Wherstead Road District Centre) and 200m a cultural or leisure facility (e.g. St Peters by the Waterfront and Cineworld.). Alongside residential, the site is proposed for the development of indoor sport, recreational or fitness facilities and office space.	IP028b +	M- LT	M
	IP045 +	IP045 is within 500m of a place of worship (St Luke's Church). The site is within 500m of a local or key service centre (Duke Street District Centre) and 200m of a cultural or leisure facilities (Holywells Park and Hollywell Bowls Club). The site is proposed for residential, employment, community uses and open space.	IP045 +	M- LT	M
	IP052 +	IP052 is within 500m of a place of worship (Ipswich Mosque, St Clements Church and Proclaimers Church Ipswich). The Site is within 500m of the town centre and a local or key service centre (Duke Street district centre) and a cultural or leisure facility (e.g. Goals Ipswich). The site is also proposed for employment and leisure uses.	IP052 +	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP226 O	IP226 is located with 500m of a place of worship, town or village hall (St. Luke's Church & Hall). The site is located with 500m of a local district boundary (Duke Street). IP226 is a housing site in proximity to an existing community, which is also proposed for appropriate uses at the Waterfront. The proposed development at the four sites would deliver a range of services and facilities, which would be likely to help ensure new residents do not feel excluded.	IP226 +	N/A	L
2 <i>To meet the housing requirements of the whole community</i>	IP028b +	IP028b will provide 40 new homes. IP045 will provide 148 new homes. IP052 provides 29 new homes. IP226 will provide 337 new homes. Policy CS12 will apply regarding affordable housing.	IP028b +	M- LT	M
	IP045 +		IP045 +	M- LT	M
	IP052 +		IP052 +	M- LT	M
	IP226 +		IP226 +	M- LT	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP028b ++	IP028b is within 1 km of a GP surgery (Burlington Road Surgery), green public space (Alderman Canal local nature reserve) and within 500m of a sports facility (Better Gym Ipswich). IP028b will include a high-quality public realm between to site, Cardinal Park and the town centre which would help to improve links to surrounding communities and places. The site is also proposed for indoor sport, recreation or fitness facilities which would provide opportunities for residents to exercise. IP045 is within 2km of a GP surgery (Felixstowe Road Medical Practice). The site within 200m a sports facility (Envy Gym and Flex Gym) and within 200m of a green public space (Holywells Park). The site is allocated for community uses, with benefits to community cohesion and wellbeing. The site is also proposed for open space, providing opportunities for physical exercise. IP052 is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park). The site is proposed for leisure uses as well, which would result in benefits to health and wellbeing. Improvements to pedestrian and cycle access would help to improve links to surrounding communities. IP226 is within 1-4km of a GP surgery (e.g. The Derby Road Practice and Landseer Road Surgery). The site is located adjacent to the Holywells Park and within 500m of Holywells Park Play Area and a Sport Facility (adjacent to The Margaret Catchpole Pub). The policy requires an air quality assessment to be prepared for sites IP028b and IP052 would be likely to contribute to improved health and wellbeing to some extent. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	IP028b ++	M- LT	M
	IP045 +		IP045 +	M- LT	M
	IP052 ++		IP052 ++	M- LT	M
	IP226 +		IP226 +	M- LT	M
4 <i>To improve the quality of where people live and work</i>	IP028b -	IP028b is adjacent to the intersection of the A137 and the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise. IP045 is located between two main roads and adjacent to an industrial area and is therefore likely to expose residents to a significant source of noise, air or light pollution. The redevelopment of the site would lead to the removal of a lorry depot that would help to reduce and remediate noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. Open space will be conserved and enhanced as part of the	IP028b +	M- LT	M
	IP045 -		IP045 -	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP052 -	development of this site, which would be likely to provide a high-quality work environment for employees here. IP052 is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. IP052 is unlikely to have a discernible effect on levels of crime. Developing the site may contribute to remedying existing noise and air pollution, associated with the bus terminus.	IP052 +	M- LT	M
	IP226 -	IP226 is located adjacent to Cliff Road, Patterson Road and Ship Launch Road and the surrounding industrial sites and is therefore likely to expose residents to a major source of noise, air or light pollution. Site is unlikely to have a discernible effect on levels of crime. The new policy requires the remediation of any contaminated land on the sites IP045, IP052 and IP226, which will reduce the risk to human health. The policy requires an air quality assessment to be prepared for development at sites IP028b and IP052 which could help reduce the adverse effects on development. The policy also seeks to achieve biodiversity net gain on sites IP028b and IP045. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	IP226 -	S- LT	M
5	IP028b +	IP028b is located within 1km of St Matthew's Church of England Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus. The provision of employment land at IP028b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP028b +	S- MT	L
	IP045 +	IP045 is located within 500m of Cliff Lane Primary School. The site is also within 2km of Stoke High and Copleston High Secondary Schools. IP045 is within 500m of The University of Suffolk campus. The development at IP045 would allow for new employment that offers skills learning opportunities.	IP045 +	S- MT	L
	IP052 +	IP052 is located within 1km of St Helen's Nursey and Primary School and within 2km of Stoke High Secondary School. IP052 is within 500m of The University of Suffolk campus. The provision of employment land at IP052 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP052 +	S- MT	L
	IP226 ++	IP226 is located within 500m of a Primary School (Cliff Lane Primary School) Cliff Lane Primary School is not full but is close to capacity. The site located within 1km of a secondary school (Stoke High School – with capacity as it is not currently full) and is located within 2km of a further educational facility (University of Suffolk).	IP226 ++	S- MT	L
6	IP028b +	IP028b is within the Groundwater Source Protection Zone 3. The policy states that "treatment upgrades will be required to serve the proposed growth", which, if implemented, will improve water quality and resource. Criteria f) requires developers to investigate the site to determine risk to controlled waters. Identification of potential pollution pathways will allow mitigation measures to be implemented to minimise potential pollution events. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.	IP028b ++	S- MT	L
	IP045 -	IP045 is within 45m of a pond network associated with Holywells Park. The site is within the Groundwater Source Protection Zone 3. IP052 is within the Groundwater Source Protection Zone 3. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.	IP045 +	S- MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP052 -	IP226 is within 100m of a water body (Neptune Marina), but none are adjacent or within the site. The site falls within a total catchment SPZ 3. The proposed development at all four sites would also be expected to result in a net increase in water consumption. Demolition on sites IP028b, IP045, IP052 and IP226 will require plan submission to mitigate adverse impacts on the waterbodies nearby resulting from the activity.	IP052 +	S-MT	L
		IP226 -	A flood risk assessment and surface water management strategy are required under the new policy for all sites which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in these locations. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP226 +	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	IP028b -	IP028b is in within 50m of an AQMA. The site has the potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.	IP028b +	M-LT	M
		IP045 -	IP045 has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. A small area of IP052 is within an AQMA and has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. Development at IP226 has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.	IP045 +	M-LT	M
		IP052 --	The policy requires the preparation of travel plan to be prepared for development at sites IP028b and IP045, which could include car sharing activities to help reduce transport-associated air pollution. Development at sites IP052 and IP028b would be required to meet the requirements of Policy DM3 on air quality, which is likely to improve air quality around the site. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA.	IP052 --	M-LT	L
		IP226 -	Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	IP226 -	M-LT	M
			Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8	<i>To conserve and enhance soil and mineral resources</i>	IP028b ++	IP028b, IP045, IP052 and IP226 are brownfield and the proposed developments would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.	IP028b ++	S-LT	L
		IP045 ++	IP045 is within 250m of a safeguarded mineral site. Developers will be required to demonstrate that the development does not prevent the mineral facility from operating as normal.	IP045 ++	S-LT	L
		IP052 ++	A contaminated land assessment and mitigation to addresses any findings will be required for each of the sites.	IP052 ++	S-LT	L
		IP226 ++	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	IP226 ++	S-LT	L
9	<i>To promote the sustainable</i>	IP028b -	The proposed developments would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP028b -	S-LT	L
		IP045 -		IP045 -		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	management of waste	IP052 -	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP052 -	S-LT	L
		IP226 -		IP226 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP028b -	IP028b is located within 200m of sustainable transport opportunities, jobs (Princes Street employment areas) and 1km from Duke Street District Centre. IP054 is located adjacent to sustainable transport opportunities and jobs (Holywells Road employment areas) and is within 500m of Norwich Road District Centre.	IP028b +	S-LT	M
		IP045 -	IP052 is located adjacent to sustainable transport opportunities and located within 500m of existing jobs and services. IP226 is located within 1km of sustainable transport opportunities (Bus Stops) and is located within 1km of jobs/services. The construction and operation phases at all four sites would be expected to result in a net increase in energy consumption and GHGs in relation to existing levels. The potential for energy efficiency or renewable energy sources is unknown at this stage.	IP045 +	S-LT	M
		IP052 -	The policy specifies that the proposed development at IP028b and IP045 would require the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions.	IP052 -	S-LT	M
		IP226 -	Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP226 -	S-LT	M
11	Reduce vulnerability to climatic events and flooding	IP028b --	A large area of IP028b is within EA Flood Zone 3 (high risk) and EA Flood Zone 2 (moderate risk) and a large area of the site has low surface water flood risk. IP045 falls entirely within an EA Flood Zone 3 and the entire site has a low surface water flood risk.	IP028b -	S-LT	L
		IP045 --		IP045 -	S-LT	L
		IP052 -	IP052 falls within EA Flood Zone 3 with pockets of Flood Zone 2. A small area of the site falls within an area of low surface water flood risk. The extent of green infrastructure proposed at the four sites is unknown at this stage.	IP052 +	S-LT	L
		IP226 --	A flood risk assessment and surface water management strategy are required under the new policy for each of the sites, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP226 -	S-LT	L
12	Safeguard the integrity of the coast and estuaries	IP028b O	IP028b, IP045, IP052 are unlikely to have a discernible effect on any designation associated with the coast or estuary. Due to being in proximity to the Neptune Marina, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and operation of IP226 could potentially have an adverse impact on the Coasts and Estuaries objective. The new policy states that project level HRA will be required at sites IP045 and IP226 to ensure adverse effects to the Stour and Orwell Estuaries SPA/Ramsar are reduced. The requirements for all sites to have a surface water management strategy would help to manage surface water runoff and prevent contamination.	IP028b O	N/A	M
		IP045 O		IP045 +	N/A	M
		IP052 O		IP052 O	N/A	M
		IP226 -		IP226 +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.			
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP028b ○	IP028b is not in proximity to a designated nature conservation site and is therefore at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The policy states that: "an <i>invasive plant species assessment should be included</i> ". The policy also requires an ecological survey to be carried out. Therefore, some biodiversity enhancements would be likely on site despite the loss of greenfield.	IP028b +	N/A	H
	IP045 ○	IP045 is not in proximity to a designated nature conservation site and is therefore at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. However, the site is within 45m of a pond network and the construction and operation of the proposed development could potentially have an adverse impact on the biodiversity. The policy requires the implementation of a project level HRA at this site and identifies the opportunity to create small-scale stepping stones to enhance the wider ecological network.	IP045 +	N/A	H
	IP052 ○	IP052 is not in close proximity to a designated nature conservation site and is therefore at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.	IP052 +	N/A	H
	IP226 -	IP226 is within 500m of a number of local wildlife designation, including the River Orwell Docks, River Orwell, Holywells Park and Canal, and Landseer Park Carr. Whilst the site is an industrial/ brownfield site, there is vegetation present north east of the site. The site is in proximity to the Neptune Marina, which is hydrologically linked to the River Orwell, which is an important wildlife corridor in the Borough, and the Stour and Orwell SPA as well as the River Gipping CWS. A project level HRA will be required at this site to ensure urbanisation effects are addressed, above and beyond the requirement to contribute to the RAMs. It is therefore expected that the site will have a positive impact on the biodiversity objective. A surface water management plan is also required at this site which would help manage surface water runoff. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	IP226 +	S- LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP028b +/-	IP028b is adjacent to a Scheduled Monument (area of middle and late Saxon town) and multiple Listed Buildings within 300m, along St Peters Street. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding land uses (commercial estate and office blocks). The scheduling relates to the archaeological value belowground. The new policy requires developments to protect and enhance the setting of Central Conservation Area.	IP028b +	N/A	H
	IP045 ○	IP045 is within 200m of three Listed Buildings. However, this site is likely to have a positive effect on the area's character due to the surrounding industrial land uses. The policy requires development at this site to reflect the current scale of the area. IP052 is adjacent to a Scheduled Monument (buried remains of a late Saxon town), multiple Listed Buildings on Fore Street and is within an Area of Archaeological Importance. There is potential for nationally important archaeological remains outside of scheduled areas and therefore, an archaeological assessment is required.	IP045 +	N/A	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP052 O	The western perimeter of IP226 is adjacent to the Wet Dock Conservation Area. The site is within 300m of a Listed Building (Holywells Park Orangery Grade II Listed, Holywells Park Stable Block and Town, and Cliff Cottage) and Conservation Area (Holywells Park Conservation Area). An area of archaeological importance is located adjacent to the north and west boundary of the Site. Given IP226 is brownfield/ industrial site, it can be assumed any below ground historical environment records would have been disturbed during construction.	IP052 +	N/A	M
	IP226 --	A Stage 1 desktop Study will be required for each of the sites, which would help to identify previously unidentified heritage assets. Development at sites IP045, IP052 and IP226 will be required to result in a positive impact on the setting of these heritage assets. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	IP226 +/-	S- LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP028b +	Development at IP028b could provide an opportunity to enhance the site's impact on the local character through high quality design and green infrastructure. The broad proposed design or appearance is unknown at this stage; however, the redevelopment of the site (Jewson Ltd building supplies merchant) will provide an opportunity to improve local character. Development at IP045 would have a positive effect on landscape character. The broad proposed design or appearance is unknown at this stage; however, the redevelopment of the site will provide an opportunity to improve local character. Development at the site is required to "respect the overriding domestic scale of architecture" and proposals are required to have a positive impact on the setting of heritage assets and are therefore expected to make a positive contribution to local townscapes.	IP028b +	S- LT	M
	IP045 +	IP045 would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented. Development in this area is required to reflect development on Fore Street and address both Lower Brook Street and Star Lane historic frontages.	IP045 +	S- LT	M
	IP052 O	IP052 would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented. Development in this area is required to reflect development on Fore Street and address both Lower Brook Street and Star Lane historic frontages.	IP052 +	N/A	M
	IP226 O	IP226 would have no discernible effect on landscape character assuming mitigation in place. The development at the site is required to have a positive impact on the setting of heritage assets in the area, therefore having a positive impact on the surrounding townscape. The broad proposed design or appearance is unknown at this stage. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	IP226 +	S- LT	M
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP028b ++	IP028b is a mixed-use space and employment opportunities would be generated onsite. Residents here would have excellent access to employment opportunities in central Ipswich. The development at IP028b would not lead to the loss of an active business - Jewson Ltd building supplies merchant, as the proposed development would not proceed until the current use has been relocated.	IP028b ++	S- LT	M
	IP045 ++	IP045 is for a mixed-use site that would make a positive contribution to the local economy. New residents would have excellent access to employment opportunities. The current site use would be relocated prior to development proceeding and thus there would not be a loss in employment.	IP045 ++	S- LT	M
	IP052 ++	IP052 is located within 1km of key employment areas (Willis Building and Cavendish Street area) and despite being a small site, includes the provision of one or more business types as a mixed-use development. Site would not result in the loss of employment as the current use would be relocated prior to development.	IP052 ++	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP226 ++	IP226 is for a mixed-use site that would make a positive contribution to the local character of the Waterfront. The site is located adjacent to Cliff Road/Holywells Road existing employment site and within 1km of 10 existing employment sites. The current site use would be relocated prior to development so there would be no losses in economic land.	IP226 ++	S- LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP028b +	IP028b is a mixed-use site within 200m of the central retail area and is within the Ipswich town centre boundary.	IP028b +	S- LT	M
	IP045 +	IP045 is a mixed used site within 500m of Duke Street local District Centre.	IP045 +	S- LT	M
	IP052 +	IP052 is a mix use residential and business development within 250m of the central retail area and is within the Ipswich town centre boundary.	IP052 +	S- LT	M
	IP226 +	IP226 is a mixed-use site within 1km of an existing retail / service centre. The proposed Development would situate new jobs close to the centre.	IP226 +	S- LT	M
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP028b ++	IP028b is within 1km of Wherstead Road District Centre. The site is within 200 m of a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space. The site would have adequate highways access. The policy includes the requirement for "high quality, usable public realm between Cardinal Park, the allocation site and the town centre", indicating the provision of sustainable transport routes and improved access to open space.	IP028b ++	M- LT	M
	IP045 ++	IP045 is within 500m of Duke Street District Centre, 200m of a green public space (Holywells Park) and adjacent to a bus service. The site's proximity to key services and employment areas is also likely to encourage walking or cycling. The site would have adequate highways access, including the improvement of pedestrian access between the eastern quays to open space at Holywells Park. The policy sets out requirement for development at IP028b and IP045 to complete a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes.	IP045 ++	M- LT	M
	IP052 ++	IP052 is within 500m of Ipswich town centre and 1km of Duke Street district centre. Site is adjacent to a bus service and within 500m open space (Alexandra Park). The site's proximity to key services and employment areas is likely to encourage walking or cycling. IP052 would have adequate highways access. The new policy is required to improve pedestrian links, thereby improving accessibility to services by sustainable methods.	IP052 ++	S- LT	M
	IP226 ++	IP226 is located with 500m of a local district boundary (Duke Street). The Site is in proximity to services, amenities, jobs and open spaces. The site is within 500m of a bus stop and 1.2km south west of Derby Road Railway Station. Pedestrian and cycle access, as well as access via the strategic road network, is very good. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	IP226 ++	M- LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP028b +	IP028b, IP045, IP052 and IP226 are unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the sites are in an urban area they are likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available.	IP028b +	N/A	M
	IP045 +		IP045 +	N/A	M
	IP052 +		IP052 +	N/A	M
	IP226 +		IP226 +	N/A	M

3.2.29 New Policy: Land allocated for Employment Use in the IP One Area

This new policy sets out the requirements for development at site IP094. Details which have changed in relation to this site since the Regulation 19 SA, include the fact that the use class changed to reflect use class order changes but still proposed for office space.

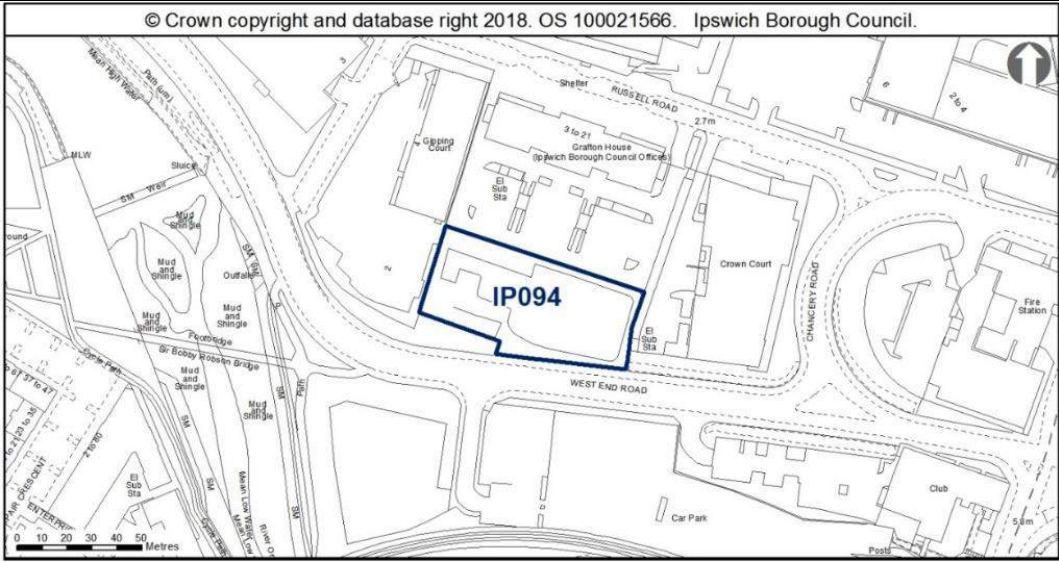
New Policy: Land allocated for Employment Use in the IP One Area

The following site is allocated for employment development as specified in New Table Land allocated for employment uses inside the IP-One Area. Any proposal will be expected to comply with the relevant development management and other policies appropriate to the application.

Other sites allocated for a mix of uses, including employment development, in the IP-One Area, are set out in:

- New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003);
- New Policy Bus Depot, Sir Alf Ramsey Way (IP004);
- New Policy Land between Cliff Quay and Landseer Road (IP042);
- New Policy Commercial Building, Star Lane (IP043);
- New Policy Old Cattle Market, Portman Road (IP051);
- New Policy Land between Old Cattle Market and Star Lane (IP054b);
- New Policy Land east of West End Road (IP119);
- New Policy Former St Peter’s Warehouse, 4 Bridge Street (IP132);
- New Policy Silo, College Street (IP136); and
- New Policy The Island Site (IP037).

New Table Land allocated for employment uses inside the IP-One Area

Site	Address	Site Area ha	Notes
IP094	Land to rear of Grafton House	0.31	Suitable for Class E (g)(i)
4	 <p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Access constraints will need to be resolved before development can commence. In addition, an alternative link to Constantine Road should be investigated with a potential opening up of the West End Road/ Constantine Road junction to address possible access issues from West End Road;</u> • <u>Development of this site must have regard to the setting of the grade II listed St. Paul’s Maltings and kiln to the south east of the site;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide</u> 		

New Policy: Land allocated for Employment Use in the IP One Area

	<p><u>surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u></p> <ul style="list-style-type: none"> • <u>There is a TPO adjacent to the site which will require protection works during construction (an application for tree works may be required);</u> • <u>A transport assessment and travel plan will be required;</u> • <u>An archaeological assessment will be required and any permission may require a condition relating to archaeological investigation, depending on the nature of the groundworks; and</u> • <u>An ecology survey will be required and biodiversity enhancements are required.</u>
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SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	IP094 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	+	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	O	IP094 would have no discernible impact on housing as it is allocated for employment.	O	N/A	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of the site IP094 to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of the site. The site would situate users within an existing community. The policy constraints for this site require a transport assessment and travel plan which will promote sustainable transport, as also required by Policy DM21. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	-	IP094 is adjacent to the A137 and therefore is likely to expose users to sources of noise, air and light pollution. Policy DM18 would be applicable to this site and require noise and air pollution to be adequately addressed. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain, which could lead to an overall positive effect.	+	S-MT	L
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of Hillside Primary School and St Matthew's Church of England Primary School. IP094 is within 2km of Stoke High Secondary School. The provision of employment land at IP094 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	--	The site is in groundwater SPZ 3 and would be expected to result in a net increase in water consumption. IP094 is within 100m of the River Orwell. There is a requirement for a contaminated land assessment on this site. In addition, a surface water management strategy is listed in the policy constraints for this site. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	-	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport in the long term. There is a requirement for a transport assessment and travel plan in the site-specific policy constraint for this site. This will promote sustainable transport modes to help reduce air pollution. Policy DM21 requires appropriate electric car charging points and Policy DM12 requires appropriate cycle storage facilities, as well as green infrastructure.	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants. These measures could lead to an overall improvement in air quality locally.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 encourages the use of recycled/ reused materials in new developments. Policy DM12 requires appropriate waste storage facilities to be provided in new developments. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development would be expected to result in a net increase in GHG emissions, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. Policies DM1 and DM2 would be relevant and require a high level of energy efficiency. Policy DM21 also requires electric car charging points to be considered. These measures should minimise potential negative effects.	-	S-LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	The site is partially within Flood Zone 3. IP094 has approximately 60% of land in low surface water flood risk. The site specific policy constraints for this site require a site-specific flood risk assessment and a surface water management strategy. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure. This could minimise the significance of negative effects, although this will be dependent on implementation.	--	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	Due to the site being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed developments could potentially have an adverse impact on the Coasts and Estuaries objective. There is a requirement for a contaminated land assessment which will have to adequately address the matter of surface runoff. Policy DM4 also requires the impact on water quality to be considered. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	O	S-LT	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	Due to the site being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. the construction and operation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Policy DM8 would apply and this requires biodiversity net gain in new developments. Furthermore, there is a policy constraint requirement for this site to provide an ecological survey. Policy DM12 requires green roofs to be considered in new developments. These policies could counteract the negative effect of the development.	O	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical</i>	+	IP094 is not in proximity to any sensitive heritage assets. The proposed development the site is an opportunity to improve the local setting given the current brownfield condition of the site. Policy DM12 would apply which requires a high-quality design, including through the use of green	+	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
& archaeological importance		infrastructure. Furthermore, the policy constraint requirements for this site identify the need for development to have regard to the setting of the Grade II Listed St Paul's Maltings and Kiln to the south-east. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.			
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	IP094 is a car parking area. It is therefore considered that the development may help to enhance the local character. Policy DM12 would apply which requires a high-quality design, including through the use of green infrastructure. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16 Achieve sustainable levels of prosperity and growth throughout the plan area	++	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP094 is an employment site.	++	S-LT	L
17 Maintain and enhance the vitality and viability of town and retail centres	+	The site would situate new users in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough.	+	S-LT	L
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is within 500m of IP094. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy constraint requirements for this site identify the need for access constraints to be resolved before development can commence. Furthermore, an alternative link to Constantine Road should be investigated with a potential opening up of the West End Road/ Constantine Road junction to address possible access issues from West End Road. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points. There is also a requirement for a travel plan and transport assessment on this site. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	S-LT	L
19 To ensure that the digital infrastructure available meets the needs of current and future generations	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available.	+	S-LT	L

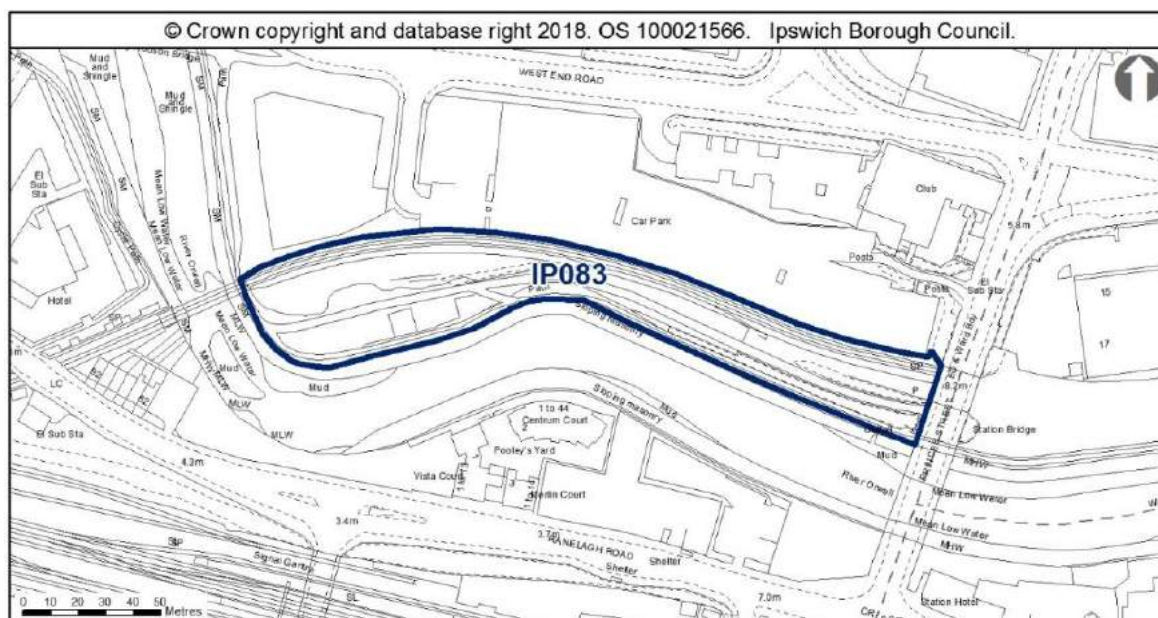
3.2.30 New Policy: Land Allocated and Protected as Open Space in the IP-One Area

This new policy is an updated version of previous Policy SP6. This new policy focuses on development at site IP083 and no longer lists other sites which were required to “include more than the minimum amount of on-site public open space provision”.

New Policy: Land Allocated and Protected as Open Space in the IP-One Area

Existing open spaces are defined on the Policies Map and protected from future development. Within the defined open spaces, Core Strategy Review Policy DM5 shall apply.

Banks of the river upriver from Princes Street (IP083) is allocated for public open space. Any development proposals (groundworks) related to the delivery of the open space shall retain the river path and its setting.



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 To reduce poverty and social exclusion	+	Site would provide new outdoor community engagement opportunities which could help to reduce the risk of exclusion for local people.	+	S-LT	L
2 To meet the housing requirements of the whole community	0	Site is allocated for open space and would be unlikely to have a discernible impact on housing.	0	N/A	L
3 To improve the health of the population overall and reduce health inequalities	+	Site would provide new outdoor exercise opportunities, including active travel opportunities (walking and cycling), for local people as well as opportunities for accessing green space and engaging with the local community. Access to open space would provide space for physical exercise and would be expected to include a range of habitats, with benefits to mental wellbeing.	+	S-LT	L
4 To improve the quality of where people live and work	+	The high-quality open space would be likely to benefit the visual amenity and quality of the local area.	+	M-LT	M
5 To improve levels of education and skills in the population overall	0	Site is allocated for open space only and would be unlikely to have a discernible impact on education.	0	N/A	L
6 To conserve and enhance water quality and resource	+	Allocating the site for open space, and enhancing the biodiversity value of the site, would be likely to help protect the water quality of nearby waterbodies.	+	M-LT	M
7 To maintain and where possible improve air quality	+	Allocating the site for open space, and enhancing the biodiversity value of the site, could help to preserve and enhance the air filtering service provided by vegetation.	++	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
8	<i>To conserve and enhance soil and mineral resources</i>	+	Allocating the site for open space, and enhancing the biodiversity value of the site, would help to protect soils at the site.	++	M – LT	M
9	<i>To promote the sustainable management of waste</i>	0	Site is allocated for open space only and would be unlikely to have a discernible impact on waste.	0	N/A	L
10	<i>Reduce emissions of GHG from energy consumption</i>	+	Allocating the site for open space, and enhancing the biodiversity value of the site, could help to preserve and enhance the air filtering and carbon storing services provided by vegetation.	++	M – LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	+	Allocating the site for open space, and enhancing the biodiversity value of the site, could help to enhance the natural flood risk alleviation service provided by the site.	++	M – LT	M
12	<i>Safeguard the integrity of the coast and estuaries</i>	0	Site would be unlikely to have a discernible impact on the coast or estuaries.	0	N/A	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	+	It is expected that net gains for biodiversity would be achieved at the site, including through above ground vegetation in better condition and of a greater diversity as well as through protecting and enhancing the site's role in the connectivity of the local ecological network. Policy DM8 would apply to any new development which requires biodiversity net gain.	++	M – LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	+	Site is within 300m of a Listed Building (Paul's Maltings Including Adjoining Kiln (Grade II) located approx.50m north of the Site). The proposed site use could help to protect and enhance the setting of these heritage assets.	+	M – LT	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The protection of the open space and the improvements to green infrastructure would enhance the site's contribution to the local character, including for the distinctive character along the river corridor. Development related to the delivery of the open space is required to retain the river path and its setting, contributing to the distinctiveness of the local landscape.	++	M – LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	0	Site would be unlikely to have a discernible impact on growth and prosperity.	0	N/A	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The accessible and visually attractive open space at this site, that offers excellent walking and cycling links, could help to increase footfall at nearby central areas.	+	S- MT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	+	The proposed development for open space at IP083 would be likely to include footpaths and could improve access in the local area to some extent. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	+	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	0	Site would be unlikely to have a discernible impact digital infrastructure.	0	N/A	L

3.2.31 New Policy: Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003)

This new policy sets out the detail of the proposed development at site IP003. The site was assessed within the Regulation 19 SA Report. Criteria m) and n) have been added to set out the requirements for Section 106 agreements and the provision of superfast broadband.

New Policy: Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003)

Land is allocated (1.41ha) for mixed residential, office and small scale retail or leisure uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at Waste Tip and Employment Area, North of Sir Alf Ramsey Way (IP003).

The primary use is residential with an indicative capacity of 114 dwellings at high density on around 90% of the site.

The secondary uses are office in Use Class E(g)(i) or small scale retail and leisure.

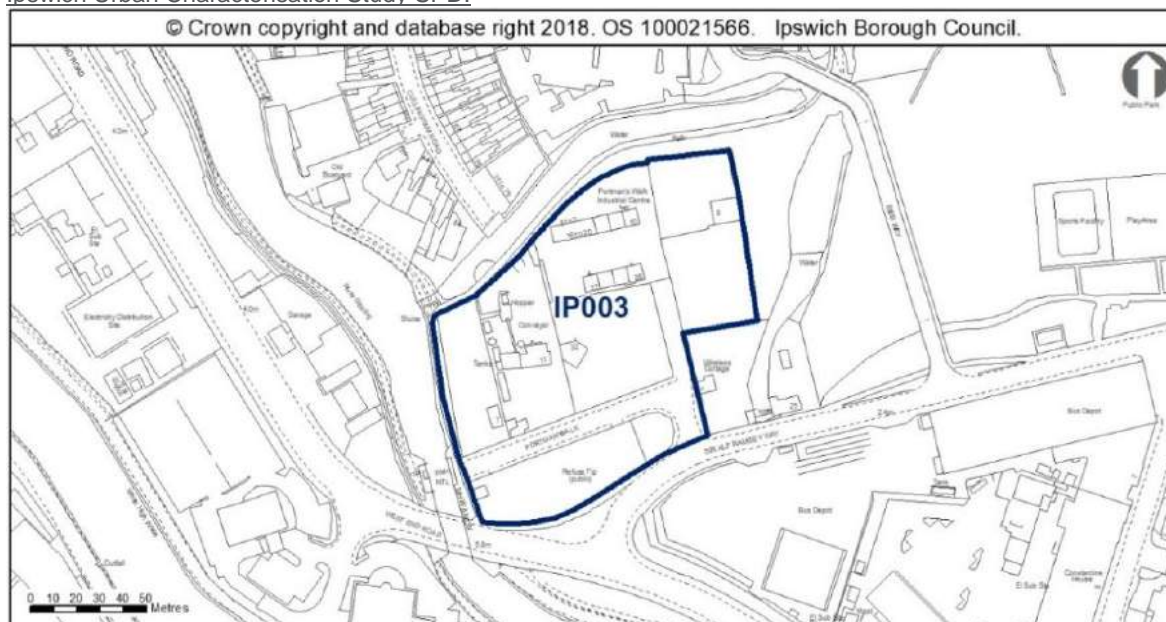
Any development proposal will be expected to accord with the following criteria:

- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with policy DM4;
- b. Parts of the site are covered by facility retention policies of the Suffolk County Council Minerals and Waste Local Plan. Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available;
- c. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18.;
- d. An archaeological assessment will be required and along with any necessary mitigation measures in accordance with Policy DM14;
- e. Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10 and must ensure that the Alderman Canal corridor and associated habitats are buffered and enhanced;
- f. Ecological surveys will be required including for bats and reptiles prior to any vegetation clearance, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- h. Development will need to deliver improved pedestrian and cycle links between Cullingham Road and Portman's Walk in accordance with Policy SP15 unless these have been provided through the redevelopment of the former BT offices at Bibb Way in accordance with Policies CS5, DM12 and DM21;
- i. New development on this site should be of high quality and have regard for the context of the site through addressing the Alderman Road Recreation Ground, river walk, River Gipping and Sir Alf Ramsey Way, providing active, engaging frontages to all of these outlooks;
- j. Opportunities for soft landscaping within the allocation site should also be explored, as a way of extending the green landscape of Alderman Park into the allocation area once developed;
- k. Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets may be required;
- l. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;

New Policy: Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003)

- m. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- n. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside and accord with the Valley Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship (St Matthews Church, Burlington Baptist Church and Elim Pentecostal Church). The Site is also within 1km of a local or key service centre (Norwich Road District Centre) and a cultural or leisure facility (e.g. Ipswich Town FC and Cineworld).	+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site provides 114 new homes. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	The site is within 1km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities). The policy sets out eth requirement to deliver improved pedestrian and cycle links to enhance access to surrounding communities and places of work. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4	To improve the quality of where people live and work	-	The site is adjacent to the A137 and a bus depot and is therefore likely to expose residents to a source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. The site has potential for contaminated land and developing the site is likely to lead to the remediation of contaminated land associated with CEMEX Ipswich Concrete Plant, resulting in the elimination of a potential environmental hazard. In addition, the policy requires a contaminated land assessment to be carried out on site. The site's proximity (250m) to Ipswich Town FC may negatively impact quality of life, due to additional noise, congestion	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			and crime associated with match days. The policy also biodiversity net gain through Policy DM8 on the site would help to reduce light pollution. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.			
5	<i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Matthew's Church of England Primary School and within 2km of Stone Lodge Academy, Stoke High and St Joseph's College. The site is within 2km of The University of Suffolk campus. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is adjacent to 3 water bodies – River Gipping, Alderman Canal East and Alderman Canal West. Development at IP003 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. The site is within Groundwater Source Protection Zone 3. The site will remediate potentially contaminated land adjacent to a water body (CEMEX Ipswich Concrete Plant). The proposed development would also be expected to result in a net increase in water consumption, leading to a negative effect. A surface water management strategy is required for the site under criteria a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Water infrastructure or treatment upgrades may be required in criteria k), which will help ensure the appropriate treatment of wastewater. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated air pollution. In addition, the policy seeks to improve pedestrian and cycle links, providing more opportunities for active travel rather than private vehicle use. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants	+	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	++	Site is on brownfield land and may promote remediation of contaminated land, associated with CEMEX Ipswich Concrete Plant. Criteria c) of the new policy requires a contaminated land assessment to be undertaken. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	O	The Site is currently used for recycling waste which, although lost to the development at this location, would be replaced in an alternative location and so local recycling rates would not be impacted. The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	O	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
10	<i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and operation phases of the proposed development would be expected to result in a net increase in greenhouse gas emissions in relation to existing levels. The site is adjacent to sustainable transport opportunities and jobs (Russell Road employment area). The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. In addition, the policy seeks to provide bridleway links, providing more opportunities for active travel rather than private vehicle use.</p> <p>Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.</p> <p>In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.</p>	+	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	--	<p>A large area of site is within EA Flood Zone 3 (high risk) and a small area of the site has high surface water flood risk. A large area of site has low surface water flood risk. The policy requires a surface water management strategy and a site-specific flood risk assessment to be prepared which would help direct locate development away from areas of flood risk and guide the effective incorporation of SuDS. Policy DM8 seeks to ensure biodiversity net gain in site, which would be likely to result in an increase in vegetation to help reduce soil erosion which can exacerbate flood risk.</p> <p>Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.</p>	-	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	-	<p>Due to being adjacent to the River Gipping CWS, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP003 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. In addition, Policy DM8 requires biodiversity net gain which would be likely to result in an increase in vegetation to help naturally manage runoff and protect water quality. The preparation of a surface water management strategy as required under the policy would also help to reduce surface water runoff.</p> <p>Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.</p>	+	S-LT	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	--	<p>The site is adjacent to an Alderman Canal West LNR which contains reedbed wetland habitat. The site has potential to reduce habitat connectivity, such as by increasing distances between habitats or agricultural areas in any direction. The extent of green infrastructure proposed is unknown at this stage - brownfield site. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure. Due to being in adjacent to the River Gipping CWS, which is hydrologically linked to the Stour and Orwell SPA as well as the River Orwell which is an important wildlife corridor in the Borough, the construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Development within 10m of the river will only be permitted at this site if it is demonstrated that the development will maintain or enhance the wildlife network. Contribution to the RAMS will address impacts to the SPA/Ramsar. Ecological surveys will be required prior to vegetation clearance, which will ensure no loss of biodiversity.</p> <p>Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.</p>	-	S-LT	L
14	<i>Conserve and where appropriate enhance areas and</i>	O	<p>Site is unlikely to have a significant impact on the historic environment. An archaeological assessment will be required, which may identify previously unknown heritage assets.</p>	+	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>assets of historical & archaeological importance</i>					
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The proposed development would be likely to have a positive effect on the local townscape character. The broad proposed design or appearance is unknown at this stage, although the site would result in the re-development of an urban brownfield site with opportunities to improve local character. New development on the site should be of high quality and regard the context of the site, creating engaging frontages. Opportunities for soft landscaping within the allocation site should also be explored under criteria j) of the new policy, which would add to the distinctiveness of the landscape. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	++	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The site is located 200m from Russel Road employment area. The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. The site is primarily designated as a residential which will lead to the loss of an active employment site (1 ha+) - Aston Car Sales, CEMEX Ipswich Concrete Plant and BTN Auto Electrics. However, the employment provision from these businesses would not be lost from the Borough as development would only proceed if businesses including the Concrete Batching Plant and Household Waste Recycling Centre are relocated.	+	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site is a housing site within 1km of an existing retail or service centre (Norwich Road District Centre). The site is a 90% residential and 10% employment or retail, and so may contribute to the delivery of benefits against this objective.	+	S-LT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500 m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The site is also within 1km of Norwich Road District Centre and other retail and service areas. The site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access or is easily provided. A transport assessment and travel plan will be required in accordance with section g) of the new policy, which will aid the development of effective transport policies. Development at this site will need to deliver improved pedestrian and cycle networks, thereby positively contributing to the Sustainable Travel Objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	M
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Section n) of the new policy required the provision of superfast broadband in the area.	++	S-LT	M

3.2.32 New Policy: Bus Depot, Sir Alf Ramsey Way (IP004)

This new policy focuses on the allocation at site IP004. This site was assessed in the Regulation 19 SA Report. Criteria j), k) and l) set out in the policy text have been added since the Draft Ipswich Local Plan, which set out the requirements for the development to achieve biodiversity net gain, Section 106 agreements and the provision of superfast broadband.

New Policy: Bus Depot, Sir Alf Ramsey Way (IP004)

Land is allocated (1.07ha) for mixed residential and office uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map (IP004).

The residential element of any proposed scheme should incorporate an indicative capacity of around 48 dwellings at 90dph on around 50% of the site. The employment element should deliver around 5,000sqm of office floorspace (E(g)(i)) on the remainder of the site.

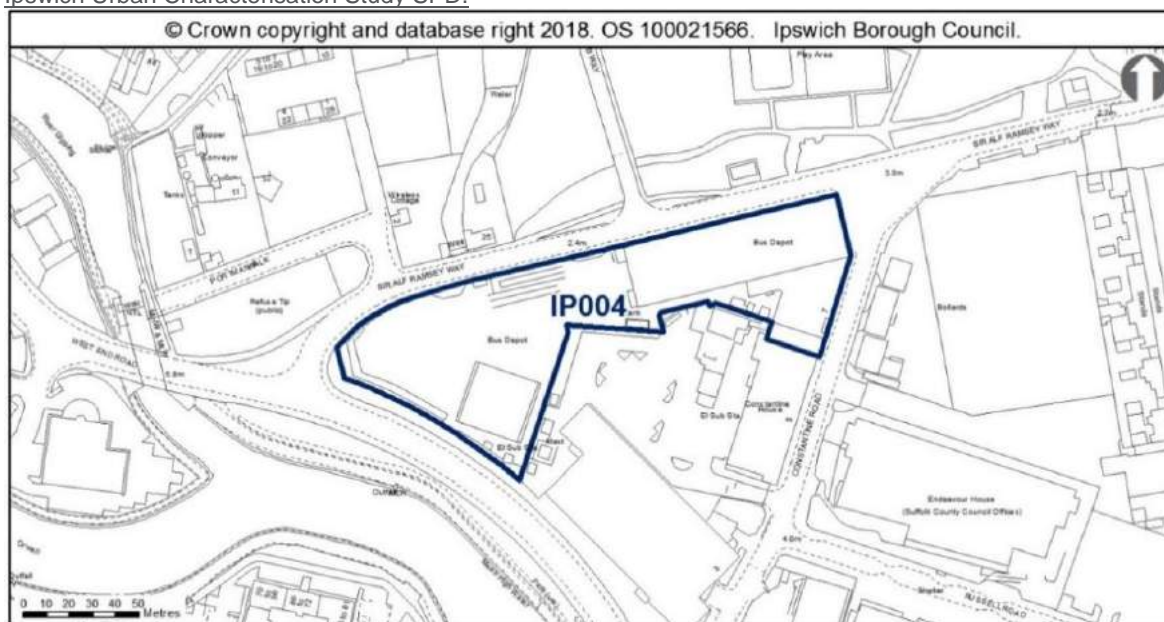
Any development proposal will be expected to accord with the following criteria:

- a. Scheme design should accommodate a 3-4 storey contemporary landmark building using the junction of West End Road/ Sir Alf Ramsey Way and elevations should address the principal frontages to both West End Road and Sir Alf Ramsey Way;
- b. The bus station will require relocation prior to commencement of development;
- c. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- d. Development will be required to retain the locally listed tram shed with the expectation that it would be converted for office use and conversion should respect the architectural language and detail of the existing building;
- e. A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;
- f. An archaeological assessment will be required and along with any necessary mitigation measures in accordance with Policy DM14;
- g. A contamination assessment will be required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- h. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- i. The site is close to uses which are safeguarded through the Suffolk Waste and Minerals Local Plan (2020).
- j. Provide biodiversity net gains, protection and enhancement of habitats and ecological networks in accordance with Policy DM8;
- k. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- l. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside and accord with the Valley

New Policy: Bus Depot, Sir Alf Ramsey Way (IP004)

Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	IP004 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. The proposed development at IP004 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. S106 contributions would be sought towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development. It would therefore be likely to help ensure new residents do not feel excluded.	++	M-LT	M
2	To meet the housing requirements of the whole community	+	IP004 would deliver 48 dwellings. Policy CS12 will apply regarding affordable housing.	+	N/A	M
3	To improve the health of the population overall and reduce health inequalities	+	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of IP004. The site would situate new residents within an existing community. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	+	M-LT	M
4	To improve the quality of where people live and work	-	IP004 is adjacent to the A137. Therefore, the development is likely to expose residents and business users to sources of noise, air or light pollution. The proximity of IP004 to Ipswich Town FC may negatively impact quality of life, due to additional noise, congestion and crime associated with match days. The policy does require development to achieve biodiversity net gain, which would result in an increase in vegetation helping to screen potential light and noise pollution and filter out air pollutants. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy.	+	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.			
5 <i>To improve levels of education and skills in the population overall</i>	+	IP004 is located within 1km of St Matthew's Church of England Primary School. The site is within 2km of Stoke High Secondary School and Stone Lodge Academy. The provision of employment land at IP004 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. Whilst the construction phase could potentially pose a risk to water quality, the proposed development at each site would also be an opportunity to incorporate measures that reduce the risk of contamination or pollution from surface run-off at these previously developed and hard-standing locations. A surface water management strategy is required for the site under criteria i) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	The site is currently a bus depot, which would need to be relocated prior to the commencement of development. The proposed development would be expected to result in an increase in vehicles numbers to some extent. Site users would have good access to public transport modes. The policy requires the preparation of a travel plan, which could include car sharing activities to help reduce transport-associated air pollution. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy requires a contaminated land assessment, which may identify remediation opportunities at the site. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at this location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Part of the site is close to land safeguarded through the Suffolk Waste and Minerals Local Plan. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The site is currently a bus depot, which would need to be relocated prior to the commencement of development. The proposed development would be expected to result in an increase in vehicles numbers to some extent. Site users would have good access to public transport modes. The policy requires the preparation of a travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.	-	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.			
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	IP004 is located in Flood Zone 3. Residential development is more vulnerable to the impacts of flooding than a bus depot and a car park. A flood risk assessment is required under criteria c) of the policy, which could help development be located within the site to avoid areas of highest flood risk. IP004 has a small area of low surface water flood risk along the northern boundary of the site. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SuDS. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	IP004 is within 50m of Alderman Canal West LNR which contains Reed bed wetland habitat. The site-specific flood risk assessment will identify potential contamination pathways between the site and the canal, thereby identifying opportunities to minimise impacts to the LNR. Biodiversity net gains and habitat protection at the site are required through criteria j) of the new policy, which would have benefits to ecology features. Increased vegetation could also naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	IP004 is unlikely to have a significant impact on the historic environment. The proposed Development at each site is an opportunity to improve the local setting. A Heritage Impact Assessment is required under criteria e) of the new policy which would help protect and enhance the historic environment. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets.	+	S-LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	O	The site is a car park, and it is therefore considered that the developments may help to enhance the local character. Development at the site is required to retain the locally listed tram shed, therefore conserving the distinctiveness of the local townscape. In addition, biodiversity net gains would be provided on site, screening the development and having a positive contribution to the local landscape character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	++	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP004 is a mixed-use development that will also provide employment opportunities.	++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough. The site is likely to provide office and business space, therefore contributing to the vitality of the town.	+	S-LT	L
18 <i>Encourage efficient patterns of movement, promote</i>	++	The site is within 500m of multiple bus stops. The site is within 1km of the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>sustainable travel of transport and ensure good access to services.</i>		and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.			
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria l) of the new policy required the provision of superfast broadband in the area. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available	++	S-LT	L

3.2.33 New Policy: West End Road Surface Car Park (IP015)

The new policy sets out the development requirements for the site allocation IP015. Criteria j) to n) set out in the policy text below are new criteria added through the Main Modifications. These criteria now require development to be accompanied by transport and air quality assessment and require the provision of superfast broadband.

New Policy: West End Road Surface Car Park (IP015)

Land is allocated (1.22ha) for mixed residential and long stay car parking uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at West End Road Surface Car Park (IP015).

The primary use is residential with an indicative capacity of 67 dwellings at high density on around 55% of the site.

The car parking will take the form of a multi-storey long stay car park to replace the existing surface level car parking in accordance with Policy SP17.

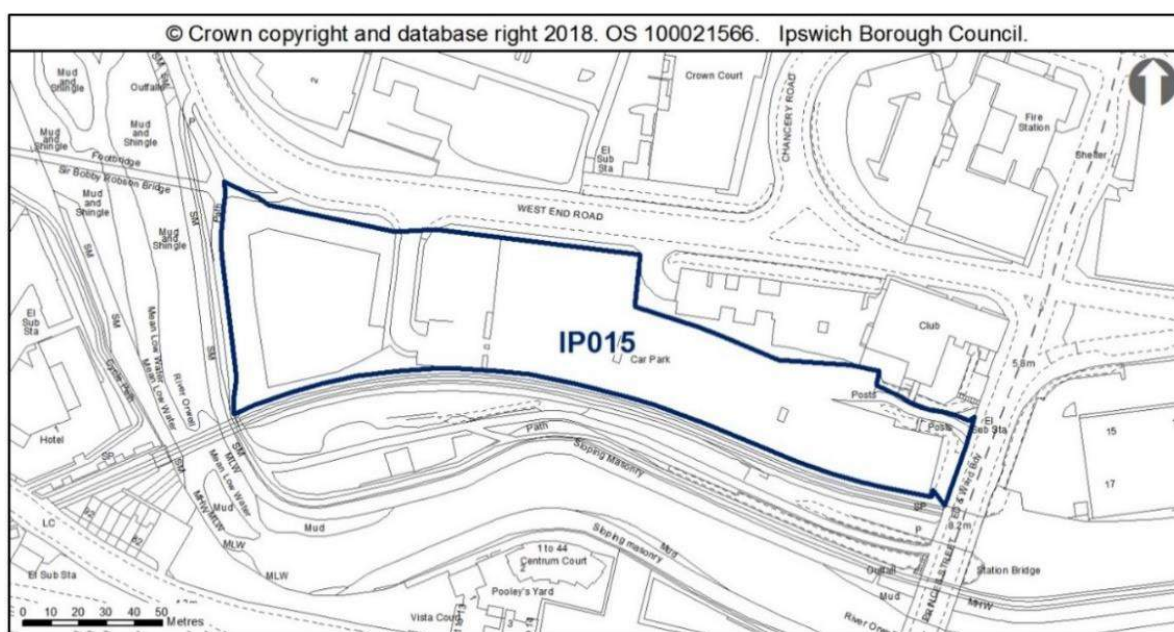
Any development proposal will be expected to accord with the following criteria:

- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- b. The site should be planned with the adjacent site to south fronting the river (IP083 allocated for open space) to ensure that it delivers natural surveillance of the river path in accordance with Policy DM5;
- c. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13;
- d. An archaeological assessment will be required and along with any necessary mitigation measures in accordance with Policy DM14;
- e. The development of this site should be to a high quality design that makes a positive architectural statement adjacent to an important entrance to the town and the design, massing, scale and layout of the proposed development requires particularly careful consideration to respect the sensitive historic context of the allocation site in accordance with Policy DM12;
- f. The design of the residential accommodation should have active and engaging frontages to West End Road and views across the river;
- g. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;

New Policy: West End Road Surface Car Park (IP015)

- h. Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10;
- i. Ecological surveys will be required including for reptiles prior to any vegetation clearance, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- k. Air quality requirements should be investigated and mitigated if necessary;
- l. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- m. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- n. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River Corridor and Princes Street Corridor and accord with the Valley Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	IP015 site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. S106 contributions would be sought towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.	++	M-LT	M
2	To meet the housing requirements of	+	IP015 would deliver 67 dwellings. Policy CS12 will apply regarding affordable housing.	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>the whole community</i>					
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of each site. The site would situate new residents within an existing community. IP015 is within 500m of IP150b Land at Ravenswood (7.8ha) and play area. The requirements set out in the policy relating to noise and other environmental aspects would be likely to contribute to improved health and wellbeing to some extent. However, the addition of a long stay car park to the allocation is likely to increase the number of vehicles in the area, and therefore the amount of air pollution, contributing to reduced health in the residents at the site. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	IP015 is adjacent to the A137 and therefore is likely to expose resident to source of noise, air and light pollution. The design of the development should be high quality and have active and engaging frontages to West End Road with views across the river. This will improve the quality of the housing and views from the development. The policy requires air quality requirements to be investigated which could help reduce the adverse effects on development. Biodiversity net gain through Policy DM8 would result in an increase in vegetation helping to screen potential light and noise pollution and filter out air pollutants. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	++	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of Hillside Primary School and St Matthew's Church of England Primary School. IP015 is within 2km of Stoke High Secondary School. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP015 is adjacent to the River Orwell. Development at IP015 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S-LT	L
7	<i>To maintain and where possible improve air quality</i>	-	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. In addition, IP015 includes a long stay car park in the proposal. This could encourage higher rates of driving for new residents and mean that larger number of cars will be driving in and out of site with adverse impacts on air quality as well as residential amenity due to noise, air and light pollution. Access to public transport at the location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The new policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated air pollution. The new policy also includes requirements for an air quality assessment and the mitigation of potential impacts, which may lead	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		to improved air quality in the area. Biodiversity net gain on site would help to filter out air pollutants. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is a brownfield site and would therefore constitute an efficient use of land. Under criteria g) of the new policy, the opportunity to remediate contaminated land should be taken following a contaminated land assessment. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. The inclusion of a multi-story car park on site encourages the use of private vehicles, therefore potentially contributing to an increase in GHG emissions. In addition, biodiversity net gain on site would help to with carbon storage. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	The site is within Flood Zone 3. The policy requires a site-specific flood risk assessment to be prepared which would help to identify the most appropriate locations for development to avoid flooding. IP015 has small patches of low surface water flood risk with an area of medium-high flood risk in the south east corner. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SuDS. Furthermore, biodiversity net gain on site would increase vegetation in the area. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	Due to each site being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed developments could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP015 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. The policy requires a surface	+	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.			
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	This site is in proximity to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Development at IP015 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. The policy states: “mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”. Ecological surveys will be required in accordance with Policy DM8 before vegetation can be cleared at the site; this will help to maintain biodiversity resulting in improved biodiversity value. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	+	One Grade II Listed Building, Pauls Maltings and adjoining kiln, is adjacent to IP015. Due to existing presence and nature of the buildings on IP015 and the surrounding area, impacts on the setting of this sensitive heritage asset would not be expected. The proposed development at each site is an opportunity to improve the local setting given the current brownfield condition of each site. The new policy requires the completion of a Heritage Impact Assessment which would help to protect and enhance nearby assets Under the new policy, an archaeological assessment will be required, which may identify new archaeological assets. Development at the site must respect the sensitive historic context of the allocation, be a high-quality design that makes a positive architectural statement. Biodiversity net gain on site would be likely to help screen the development and have a positive effect in the historic environment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	IP015 is proposed for 67 dwellings and a long stay car park. Development of the site should have active and engaging frontages, along with being to a high-quality design with a positive architectural statement. Development at the site could potentially enhance the local townscape. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	+	S-LT	L
18 <i>Encourage efficient patterns of movement, promote</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is within 500m of IP015. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The long stay car park at IP015 would contribute towards a permeable development that enables efficient and	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>sustainable travel of transport and ensure good access to services.</i>		convenient access for site users but would also encourage higher rates of driving for local residents or contribute towards roads immediately outside the site being more congested and thus less safe and appealing in the minds of cyclists and pedestrians. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.			
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Access to superfast broadband will provided in accordance with Policy DM34.	++	S-LT	L

3.2.34 New Policy: Key Street/Star Lane/Burton's (IP035)

This policy sets out the development requirements for the proposed site allocation IP035. Criteria k) to m) have been added to the policy text as part of the Main Modification process. These criteria set out the requirements for Section 106 agreements and the provision of superfast broadband to name a few.

New Policy: Key Street/Star Lane/Burton's (St Peter's Port) (IP035)

Land is allocated (0.54ha) for mixed residential and office, leisure or small scale retail uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11, and as identified on the IP-One Area Action Plan Inset Policies Map at Key Street/Star Lane/Burton's (IP035).

The primary use is residential with an indicative capacity of 86 dwellings at high density on around 80% of the site.

Small scale retail would be limited to units of up to 200sqm in accordance with Policy DM32.

Any development proposal will be expected to accord with the following criteria:

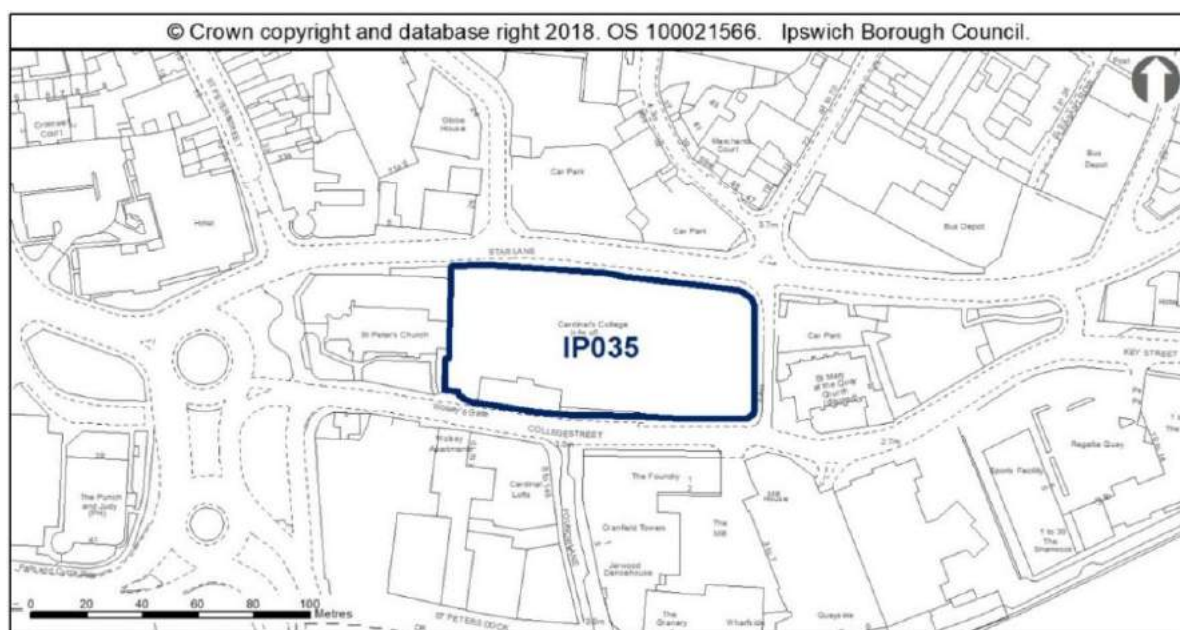
- The site contains the Grade II Listed 1-5 College Street, adjoins the Grade 1 Listed and the Scheduled Monument of Wolsey's Gate. It is also located between two Conservation Areas (Central and Wet Dock) and two Grade II* Listed churches (St Peter's and St Mary at the Quay). A proportionate Heritage Impact Assessment is therefore required to address the site's heritage constraints in accordance with Policy DM13;
- The site has high potential for archaeological remains of national significance and the site lies within an Area of Archaeological Importance. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;
- This very sensitive site forms part of the transition area from the town centre to the Waterfront and development should reflect this transition in terms of scale and design;
- Scheme design should enhance the setting of the scheduled monument Wolsey's Gate and improvements to landscape should also incorporate an area to the north of Wolsey's Gate for formal landscaping to improve access to this nationally important heritage asset. Development should also introduce active frontages to all four boundaries, retain inter-visibility between St Mary at the Quay and St Peter's churches and improve pedestrian access through the site and encourage pedestrian movement across Star Lane and College Street, between the town centre and waterfront;
- Development proposals should include a long term use for 1-5 College Street;

New Policy: Key Street/Star Lane/Burton's (St Peter's Port) (IP035)

- f) A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- g) Ecological surveys will be required including for bats and invertebrates, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- h) A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- i) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- j) An Air Quality Assessment will be required as the site is a large development within an Air Quality Management Area;
- k) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- l) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- m) Provide access to superfast broadband in accordance with Policy DM34.

The site contains Wolsey's Gate which is a Scheduled Monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the Scheduled Monument will need to deliver significant public benefit.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The proposed development at the site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. S106 contributions would be sought	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.			
2 <i>To meet the housing requirements of the whole community</i>	+	IP035 would deliver 86 dwellings. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 1km of each site. The site would situate new residents within an existing community. The policy requires ecology surveys to be carried out and where possible existing habitat to be retained. This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. The requirements set out in the policy relating to contamination and air quality assessments would be likely to contribute to improved health and wellbeing to some extent. The policy also seeks to ensure improvements are made to pedestrian access through the site, encouraging walking rather than using vehicles. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	-	The site is located adjacent to the A1022. The proposed development at the site would be therefore likely to expose residents to a source of noise, air or light pollution. In addition, the site is partially within an AQMA. The proposed development at the locations would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at these locations would be exposed to dangerous levels of air pollutants associated with the AQMA. The policy requires air quality and noise assessments to be prepared which could help reduce the adverse effects on development. The policy also seeks to biodiversity enhancements on which would help to provide a filter of air pollutants and screen new homes. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	-	S-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under criteria f) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	--	The site is within an AQMA. Due to the scale of proposed development in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. A transport assessment and travel plan would need to be prepared which could include the provision of electric car charging points and car sharing initiatives. Increased vegetation should be incorporated into the development as much as possible, in a manner that best helps to filter	-	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		out air pollutants. The policy also seeks to improve pedestrian access, which could help reduce the use of private vehicles in the area. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8	++	The site is a brownfield site and would therefore constitute an efficient use of land. A contaminated land assessment will identify the presence of contaminated land and the opportunity to remediate contaminated soils. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9	-	The proposed development location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10	-	The construction and operation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	M
11	--	The site is within Flood Zone 3. IP035 has approximately 30% of land at risk of surface water flooding – largely at low and medium risk in the south and east with a small area of high risk on the site's western boundary. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria f) which would help direct development away from areas at risk of flooding. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. The policy requires a surface water management strategy to be prepared which would help manage surface water runoff and guide the effective incorporation of SUDS.	+	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.			
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	Approximately 60% of IP035 appears to be a derelict brownfield site with grasses and a range of flowering species growing. Construction and occupation of this land could reduce local levels of biodiversity. Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough, and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and operation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Criteria k) of the new policy states that “mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”. Therefore, biodiversity enhancements would be likely on site. The policy requires a surface water management strategy to be prepared which would manage surface water runoff. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	One Grade II Listed Building, 1-5 College Street, and the Scheduled Monument Wolsey’s Gate, are located within IP035. In addition, IP035 is adjacent to two Grade II Listed Buildings, Church of St Peter and Church of St Mary at the Quay and 2 Scheduled Monuments, areas of middle and late Saxon town. This will improve the setting of the heritage asset and improve access. A Heritage Impact Assessment is required to address heritage constraints on site. An archaeological assessment will be required prior to the commencement of works, which may help to identify previously unidentified heritage assets. Scheme designs are required to enhance the setting of Wolsey’s Gate, thereby improving access and inter-visibility around the asset. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The site appears to be a disused brownfield site, it is therefore considered that the developments may help to enhance the local character. Improvements to landscape should incorporate an area to the north of Wolsey’s Gate for formal landscaping. This will have a positive impact on the distinctiveness of the landscape. Development should reflect the sensitivity of the area, aiding in the transition area from the town centre to the Waterfront, and include a long-term use for 1-5 College Street, enhancing the local townscape. The development is required to result in biodiversity net gain under Policy DM8, which would be expected to result in biodiversity enhancements and screen the development. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	++	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP035 are mixed use schemes and will provide retail employment.	++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich, including a new retail site. It may also help to rejuvenate brownfield sites in the Borough, including a long-term plan for 1-5 College Street.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Improvements to pedestrian access across Star Lane and College Street would also be required under the new policy. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Access to superfast broadband will provided in accordance with Policy DM34.	++	S-LT	L

3.2.35 New Policy: Former Civic Centre, Civic Drive (Westgate) (IP040)

This new policy focuses on the development requirements associated with site IP040. Development criteria i) to k) have been added as part of the Main Modifications process. This sets out the requirements for development to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, provide detail on Section 106 agreements and the provision of superfast broadband.

New Policy: Former Civic Centre, Civic Drive (Westgate) (IP040)

Land is allocated (0.73ha) for mixed residential, retail, restaurants and theatre-related and other leisure uses in accordance with the uses identified for the Central Shopping Area through Policy DM27 and as identified on the IP-One Area Action Plan Inset Policies Map at Former Civic Centre, Civic Drive (Westgate) (IP040).

The primary use is residential with an indicative capacity of 59 dwellings at high density on around 90% of the site.

The secondary use is large scale retail which is envisaged at ground floor level delivering at least 2,050sqm (net) of retail floor space.

Restaurants and theatre-related uses would also be acceptable. Residential uses could be located above or adjacent to the other uses.

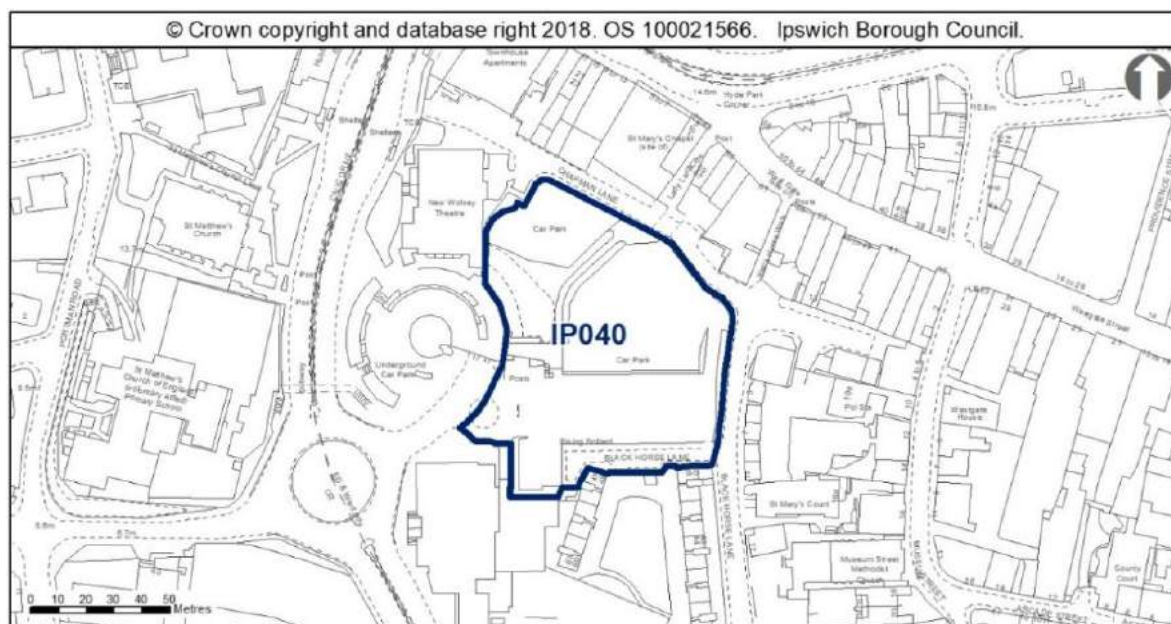
Any development proposal will be expected to accord with the following criteria:

- The site is adjacent to the Central Conservation Area and the Burlington Road Conservation Area lies a little further away to the west along with the Grade II* Listed St Matthews Church. Therefore, a proportionate Heritage Impact Assessment is required in accordance with Policy DM13;
- This site is within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413). An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;
- A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- Surface water flooding local to the site will need to be considered taking into account the findings of the Ipswich SFRA October 2020, through appropriate mitigation and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;

New Policy: Former Civic Centre, Civic Drive (Westgate) (IP040)

- e. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- g. Scheme design should ensure that future residents are not affected by noise from the Wolsey Theatre and residential use does not compromise the theatre’s continued operation in accordance with Policy DM18;
- h. Development should have multiple active road frontages addressing Chapman Lane, Black Horse Lane and the spiral car park, address changes in topography and make a positive architectural statement;
- i. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- j. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- k. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area E Westgate.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	++	The site is within 200m of a place of worship (St Matthew’s Church). The Site is also within 500m of a local or key service centre (Norwich Road District Centre and Ipswich town centre) and adjacent to a cultural facility (The New Wolsey Theatre). Additionally, the site is proposed for large scale retail covering at least 2,050sqm. S106 contributions will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to further benefits against this objective.	++	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
2	<i>To meet the housing requirements of the whole community</i>	+	The site will provide 59 new homes. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 500m of a GP surgery (Barrack Lane Medical centre) and within 300m of a sports facility (The Gym – St Matthews Court). This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. The requirements set out in the policy relating to noise and other environmental aspects would be likely to contribute to improved health and wellbeing to some extent. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to further benefits against this objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is within 50m of the A1022 and A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise. The policy aims to deliver biodiversity enhancements on site, which should be designed to screen residents from noise and light pollution sources. It is required that the scheme design ensures residents are not affected by noise from the Wolsey Theatre. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 200m of St Matthew's Church of England Primary School. The site is also within 2km of Stone Lodge Academy Secondary School. The site is within 2km of The University of Suffolk campus. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	-	The site is within 50m of the A1022 and A1156 and is therefore likely to expose residents to a major source of air pollution. Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy requires the preparation of travel plan under criteria f), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The policy seeks to deliver biodiversity enhancements on site, which would help to filter air pollutants. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		and transport infrastructure as appropriate to the scale of the development, which could lead to further mitigation for air quality effects. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed development would be expected to result in a net increase in energy consumption and air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and within 250m of jobs (Portman Road employment areas) and Norwich Road District Centre. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. The policy seeks to deliver biodiversity enhancements on site, which would have benefits in relation to carbon storage. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to further mitigation against this objective. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	+	The site is within a Flood Zone 1 and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage. Recommendations from the Ipswich SFRA should be considered. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SuDS. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S-LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
13	<i>To conserve and enhance biodiversity and geodiversity</i>	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure. Criteria i) of the new policy states that “mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	L
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	The site is within 50-100m of multiple Listed Buildings, along Museum Street. However, the lay of the land make it unlikely that the proposed Development would alter views. In addition, the site is within the Anglo-Saxon and medieval core and an Area of Archaeological Importance (IPS 413). The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets. Development is required to make a positive architectural statement, and therefore improve the setting of heritage assets. Increased biodiversity value would be expected through the new policy, which would help screen the development. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	N/A	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The broad proposed design or appearance is unknown at this stage; however, the redevelopment of the existing car park area will provide an opportunity to improve local character. Development is required to make a positive architectural statement, and therefore improve local townscapes. Biodiversity enhancements incorporated into the scheme would be likely to have some benefits to the local landscape character. Increased biodiversity value would be expected through the new policy, which would help screen the development. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	++	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The proposed development is for a mixed-use site and would make a positive contribution to the local economy. The site would provide new residents with excellent access to employment opportunities e.g. it is located 250m from Portman Road employment area.	++	S-LT	M
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site is a mixed used site within 200m of Norwich Road local District Centre and is within the Ipswich town centre boundary.	+	S-LT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 200m of Norwich Road District Centre and 600m of an area of open green space (Christchurch Park). The site is also adjacent to a bus service and the site’s proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria k) of the new policy requires the provision of superfast broadband in accordance with Policy DM34.	++	N/A	M

3.2.36 New Policy: Land between Cliff Quay and Landseer Road (IP042)

This new policy focused on site allocation IP042, which was assessed in the Regulation 19 SA Report. The site was previously listed under Policy SP3 in the Draft Ipswich Local Plan but planning permission has since lapsed for the proposed development. Criteria b), f), g), h), i) j) and k) have been added through the Main Modifications process.

New Policy: Land between Cliff Quay and Landseer Road (IP042)

Land is allocated (2.06ha) for mixed residential, employment, small scale retail and leisure and other uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Land between Cliff Quay and Landseer Road (IP042).

The primary use is residential with an indicative capacity of 222 dwellings at high density on around 70% of the site.

The secondary uses should be seen as enabling development and should comprise business and other employment generating uses in Use Classes E(g), small scale retail uses, other appropriate town centre uses under Use Class F and leisure and other uses which accord with the Waterfront Policy SP11. Delivery of the site will be expected to be comprehensive in order to ensure the retention and regeneration of the Listed Buildings on site.

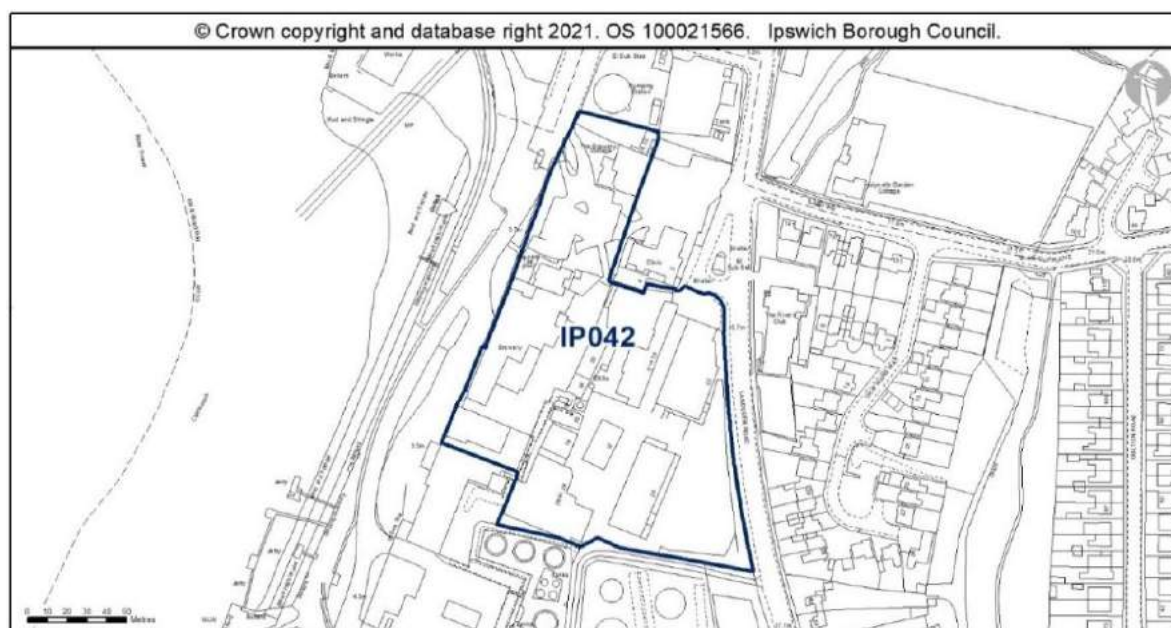
Any development proposal will be expected to accord with the following criteria:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- An Air Quality Assessment will be needed in accordance with Policy DM3, as it is a large development within an Air Quality Management Area;
- A proportionate Heritage Impact Assessment is required and a bespoke scheme should be prepared for this site so that the heritage assets can be preserved or enhanced through the development of this site in accordance with Policy DM13;
- An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;
- A contamination assessment will be required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;
- The site is within an Health and Safety Executive Consultation Zone;
- A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;

New Policy: Land between Cliff Quay and Landseer Road (IP042)

- h. The older buildings on site could support bats and consequently further surveys will be required. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- i. The site contains trees protected by a TPO (an application for tree works may be required);
- j. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- k. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- l. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area H Holywells.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	++	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. The site is also proposed for employment and small scale retail or leisure uses. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective.	++	M-LT	M
2	To meet the housing requirements of the whole community	+	IP042 would deliver 222 dwellings. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3	To improve the health of the population overall and	+	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Felixstowe Road Medical Practice, is within 2km of each site. The site would situate new residents within an existing community. The site is within a Health and Safety Executive Consultation Zone. Development would be expected to	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>reduce health inequalities</i>		result in biodiversity enhancements, having positive effects on mental wellbeing. The policy requires air quality assessment to be prepared which could help reduce the adverse effects on development. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.			
4	<i>To improve the quality of where people live and work</i>	-	IP042 is adjacent to industrial and shipping areas and development may therefore expose residents to a source of noise, air or light pollution. The policy seeks to biodiversity enhancements on site which will improve the quality of living. The policy requires air quality assessment to be prepared which could help reduce the adverse effects on development. The site is within a Health and Safety Executive Consultation Zone. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain. <i>The proposed development at IP042 should have a noise assessment. New homes should be situated as far back from the road as possible to help reduce the effects of pollution.</i>	-	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	++	IP042 is located within 500m of Cliff Lane Primary School Primary School. The site is within 2km of Stoke High Secondary School. The provision of employment land at IP042 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills. The policy requires contributions to be made to education and early years provision.	++	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	IP042 is within 50m of the River Orwell and within 15m of a Pond network associated with Hollywell Park. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S-LT	L
7	<i>To maintain and where possible improve air quality</i>	-	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport. An Air Quality Assessment will be required, which would help to identify mitigation measures and prevent the worsening of local air quality. The policy requires the preparation of travel plan under criteria g), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. Increased vegetation on site would help to filter air pollutants. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to further mitigation for air quality effects. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	IP042 is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Increased vegetation on site would help provide carbon storage capacity. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	IP042 has a small area land within Flood Zone 3. IP042 has small patches of low surface water flood risk across the site. A site-specific Flood Risk Assessment will be required on site which would help direct development away from areas of high flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	Due to IP042 being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. A site-specific surface water management strategy will minimise run-off into nearby watercourses and will therefore minimise impacts to the coasts and estuaries. Impacts to the SPA/Ramsar will be required to be mitigated through contribution to the RAMS. Increased vegetation on site would help to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	0	S-LT	M
13 <i>To conserve and enhance biodiversity</i>	0	The site is in proximity to the River Orwell, which is an important wildlife corridor in the Borough, and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>and geodiversity</i>		<p>impact on the Biodiversity Objective. Criteria j) of the new policy states that “mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”. Ecological surveys will be required prior to work on the site, with will conserve biodiversity. Enhanced biodiversity will naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</p> <p>Policy DM8 would apply to any new development which requires biodiversity net gain.</p> <p>Policy DM12 requires green roofs to be considered in new developments.</p>			
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	<p>There are three Grade II Listed Buildings (Cliff House, Tolly Cobbold Brewery and Cliff Cottage) adjacent and in proximity of IP042. Due to the scale of the development at this site there could be impacts of the area’s historic setting. However, due to existing nature of IP042, impacts on the setting of these sensitive heritage assets would not be significant. In addition, a Heritage Impact Assessment and archaeological assessment will be required, which would help to identify previously unidentified heritage assets. The new policy requires a bespoke scheme to be designed for the site, which would improve the setting of any heritage assets. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets.</p> <p>Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.</p>	+	S-LT	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	++	<p>IP042 is a brownfield site. The scale of the development at IP042 could have impacts on local character. The new policy requires a bespoke scheme to be designed for the site, which would improve the local character. Possible improvements in biodiversity will contribute to local landscape character. Increased vegetation on site would screen development and make a positive contribution to the local landscape character.</p> <p>Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.</p> <p>Policy DM18 requires light pollution to be considered in new developments.</p>	++	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	<p>The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	++	S-LT	M
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	<p>The site would situate new residents in proximity, and with good access, to established employment areas and central Ipswich. It may also help to rejuvenate brownfield sites in the Borough. IP042 has land allocated for commercial employment.</p>	++	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	+	<p>The site is within 500m of multiple bus stops. The nearest railway stations, Ipswich and Derby Road, are within 2km. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.</p> <p>Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.</p>	+	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the</i>	+	<p>As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria l) of the new policy requires the provision of superfast broadband in accordance with Policy DM34.</p>	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
needs of current and future generations					

3.2.37 New Policy: Commercial Building, Star Lane (IP043)

This new policy focuses on site allocation IP043, which was assessed in the Regulation 19 SA Report. Criteria l) to n) have been added through the Main Modifications process, which set out the requirements for development to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, provide detail on Section 106 agreements and the provision of superfast broadband.

New Policy: Commercial Building, Star Lane (IP043)

Land is allocated (0.7ha) for mixed residential and employment uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Commercial Building, Star Lane (IP043).

The primary use is residential with an indicative capacity of 50 dwellings at high density on around 80% of the site.

The secondary use is employment uses in Use Classes E(g)(i) offices and E(g)(ii) research and development with an indicative capacity of 1,000sqm of floorspace.

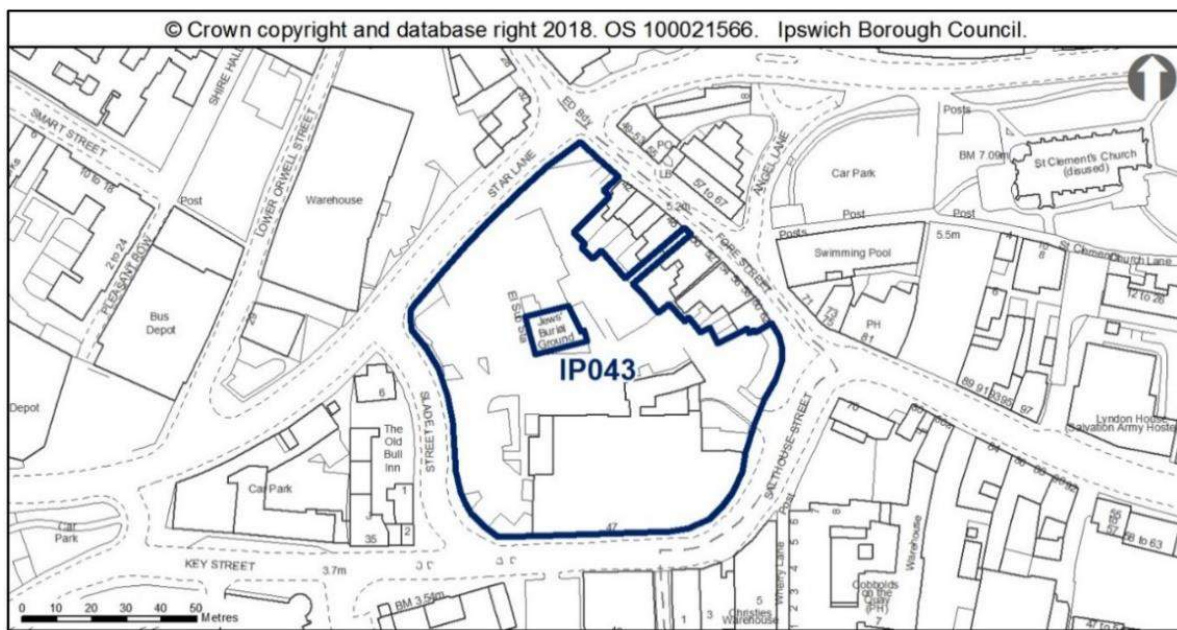
Any development proposal will be expected to accord with the following criteria:

- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- b. An Air Quality Assessment will be needed as it is a large development (defined through the Local Emissions Supplementary Planning Document) within an Air Quality Management Area in accordance with Policy DM3;
- c. Development is required to protect or enhance the setting of the Jewish Burial Ground and retain access to it;
- d. The site is in a highly sensitive historic setting, includes numerous heritage assets, and falls within the setting of a high volume of Listed Buildings. A proportionate Heritage Impact Assessment is required and a bespoke, comprehensive scheme should be prepared for this site so that the heritage assets can be preserved or enhanced through the development of this site in accordance with Policy DM13;
- e. There is potential for archaeological remains of possible national significance. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;
- f. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;
- g. Development should retain the 1930s building along Key Street/Salthouse Street;
- h. New development should look to establish formal building lines along Slade Street and Star Lane, providing active frontages to enhance these routes, and the scale of new development should respect the human scale of historic buildings along Fore Street;
- i. Public access through the site to improve permeability and pedestrian routes between the town centre and waterfront should be provided;
- j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;

New Policy: Commercial Building, Star Lane (IP043)

- k. The older buildings on site could support bats and consequently further surveys will be required. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- l. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- m. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- n. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	++	The proposed development at the site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP043 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development. This could increase benefits against this objective.	++	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	IP043 would deliver 50 dwellings. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3 <i>To improve the health of the population overall</i>	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of the site. The site would situate new residents within an existing community. The policy requires the development to achieve	++	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>and reduce health inequalities</i>		biodiversity net gain. This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. The requirements set out in the policy relating to air quality and other environmental aspects would be likely to contribute to improved health and wellbeing to some extent. Improved pedestrian access through the site will encourage active transport and improve the health of residents. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.			
4	<i>To improve the quality of where people live and work</i>	-	IP043 is adjacent to the intersection of the A1156 and A1022. The proposed development at the site would be therefore likely to expose residents to a source of noise, air or light pollution. In addition, approximately 40% of IP043 lies within an AQMA which would expose new residents to dangerous levels of air pollution. The policy requires air quality assessment to be prepared which could help reduce the adverse effects on development. The policy also seeks to biodiversity enhancements on site which would help to filter air pollutants and screen homes from light pollution. The travel plan and transport assessment may go some way to address adverse effects to the AQMA. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The site is located within 500m of St Helen's Nursey and Primary School and is within 2km of Stoke High Secondary School. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP043 is within 50m of Neptune Marina. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under criteria a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S-LT	L
7	<i>To maintain and where possible improve air quality</i>	-	Approximately 40% of IP043 lies within an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. Access to public transport at the location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy requires the preparation of travel plan under criteria k), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. The provision of improved pedestrian routes will reduce air pollution associated with transport. Biodiversity net gain is required and therefore, green infrastructure will be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			<p>Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.</p> <p>Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.</p>			
8	<i>To conserve and enhance soil and mineral resources</i>	++	<p>The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.</p> <p>Policy DM18 would also apply with respect to contaminated land.</p>	++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	-	<p>The proposed development at the location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.</p> <p>Policy DM12 is also relevant as this requires appropriate waste storage in new developments.</p>	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and occupation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.</p> <p>The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. The provision of improved pedestrian routes will reduce greenhouse gas emissions associated with transport. Biodiversity net gain is required and therefore, green infrastructure will be incorporated into the development as much as possible, in a manner that best help carbon storage on site.</p> <p>Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.</p> <p>In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.</p>	+	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	--	<p>IP043 has approximately 21% of its land in Flood Zone 3 and approximately 16% in Flood Zone 2. IP043 has a small area of land with low surface water flood risk in the south east of the site. The site is existing hardstanding and so the proposed development would be a good opportunity to improve site drainage and incorporate landscaping elements that contribute towards a reduced surface water flood risk as well as greater resilience to fluvial flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help to direct development away from areas of highest flood risk.</p>	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.			
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	IP043 is within 50m of Neptune Marina, which is hydrologically linked to the Stour and Orwell SPA. The construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar through criteria I) of the new policy, and this can be achieved through contribution to the RAMS. Adverse effects resulting from the development of the site will therefore be reduced. The new policy requires biodiversity net gain to be delivered on site. Increased vegetation can help to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	IP043 is within 50m of Neptune Marina, which is hydrologically linked to the River Orwell, Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Criteria I) of the new policy states that “mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS”. Therefore, biodiversity enhancements would be likely on site. The policy also requires biodiversity net gain to be achieved. Therefore, some biodiversity enhancements would be likely on site despite the loss of greenfield. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	One Grade II Listed Building, Store at the rear of 54-58, is within IP043 and several listed buildings are in proximity along Fore street. In addition, the design of IP043 is required to improve the setting of the Grade II Listed Jewish Burial ground under criteria c) of the new policy. A bespoke, comprehensive scheme should be prepared for this site to improve the setting of heritage assets, with the retention of the 1930s building along Key Street. An archaeological assessment will be required for the site under criteria d) of the new policy, which would help to identify previously unidentified heritage assets. Furthermore, a Heritage Impact Assessment is required. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	IP043 consists of a warehouse and car park. Therefore, it is considered that the developments may help to enhance the local character. Key buildings that represent the character of the area will be retained, with the enhancement of the Jewish Burial Ground. The policy also seeks to retain existing habitat where possible and result in biodiversity enhancements, which would be likely to have some benefits to the local landscape character. Criteria h) of the new policy requires the development to be in keeping with historic buildings around Fore Street, and provide active frontages to enhance routes along Slade Street and Star Lane, which would have benefits to the local townscape. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+		
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough. Criteria h) of the new policy requires the development to be in keeping with historic buildings around Fore Street, and provide active frontages to enhance routes along Slade Street and Star Lane, which would have benefits against this objective.	+	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops and 1.5km of the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points. In addition, new public access should be provided through the site to link the allocation with the town centre and the waterfront. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria n) of the new policy requires the provision of superfast broadband in accordance with Policy DM34.	++	S-LT	L

3.2.38 New Policy: Land at Commercial Road (IP047)

This new policy focuses on site allocation IP047, which was assessed in the Regulation 19 SA Report. Criteria k) to m) have been added through the Main Modifications process, which set out the requirements for development to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, provide detail on Section 106 agreements and the provision of superfast broadband.

New Policy: Land at Commercial Road (IP047)

Land is allocated (3.11ha) for mixed residential, hotel, leisure, small scale retail uses and public open space as identified on the IP-One Area Action Plan Inset Policies Map on Land at Commercial Road (IP047).

The primary use is residential with an indicative capacity of 173 dwellings at medium density on around 80% of the site.

The secondary uses are hotel, leisure, small scale retail and public open space with public open space and an enhanced river path to form at least 15% of the site.

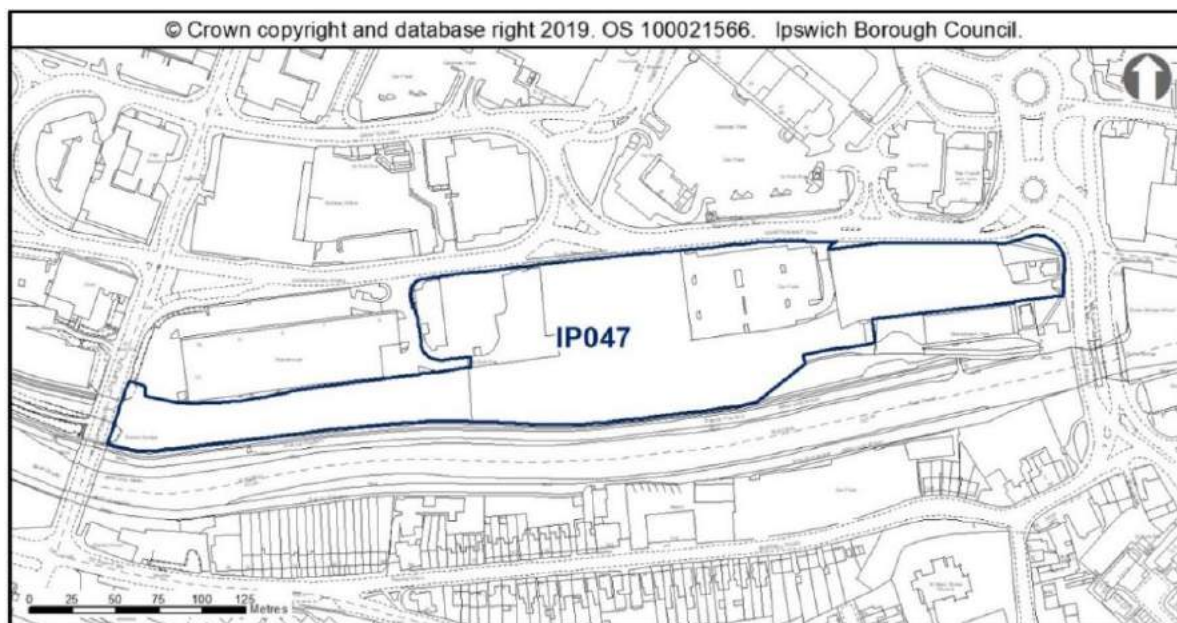
Any development proposal will be expected to accord with the following criteria:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;
- A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- An Air Quality Assessment is required in accordance with Policy DM3;

New Policy: Land at Commercial Road (IP047)

- e) Ecological surveys will be required including for reptiles prior to any vegetation clearance. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- f) Public open space provision should be sited on the southern boundary to enhance the existing wildlife corridor and development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10;
- g) Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell;
- h) High-quality cycle and pedestrian links should be provided through the site which help connect the Princes Street Bridge area to the Waterfront area;
- i) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- j) The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development;
- k) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- l) The site contains trees protected by a Tree Preservation Order and therefore layout considerations and tree protection will be required for any development;
- m) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- n) Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River and Princes Street Corridor. Applicants should also demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	++	IP047 site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP047 will create a new public open space and leisure facilities. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective.	++	M-LT	M
2	To meet the housing requirements of the whole community	+	IP047 would deliver 173 dwellings. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of the site. The site would situate new residents within an existing community. The new policy also requires high-quality cycle and pedestrian links to be provided, improving access to communities and places of work, thereby, further promoting active travel. IP047 creates a new public open space. IP047 would provide new leisure opportunities on-site, which could benefit new residents here. An air quality assessment is required on site which would be beneficial to health. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M-LT	M
4	To improve the quality of where people live and work	-	IP047 is adjacent to the A137 and therefore, are likely to expose residents to noise, air and light pollution. IP047 is within 100m of an AQMA. IP047 would provide new leisure opportunities on-site, which could benefit new residents here. An air quality assessment is required on site which would be beneficial to health. In addition, increased vegetation on site would help to screen potential light and noise pollution, and filter air pollutants. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could help to mitigate some negative effects. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S-LT	M
5	To improve levels of education and skills in the population overall	+	The site is located within 1km of Hillside Primary School and St Matthew's Church of England Primary School. IP047 is within 1km of Stoke High Secondary School. The provision of employment land at IP047 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6	To conserve and enhance water quality and resource	--	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. IP047 is adjacent to the River Orwell. Development at IP047 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under criteria a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Furthermore, the policy requires	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		development to achieve “improvements to the existing water supply and foul sewerage networks to enable development”. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.			
7 <i>To maintain and where possible improve air quality</i>	-	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. IP047 is within 100m of an AQMA. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy requires the preparation of travel plan under criteria i), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. The provision of improved pedestrian and cycle routes will reduce air pollution associated with transport. Green infrastructure will be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	+	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in greenhouse gas emissions associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. The provision of improved pedestrian and cycle routes will reduce greenhouse gas emissions associated with transport. Green infrastructure will be incorporated into the development as much as possible, in a manner that best help carbon storage on site. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	-	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	-	The site is within Flood Zone 3. IP047 has a thin band of low surface water flood risk which runs east to west across the site. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help to direct development away from areas of highest flood risk. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	-	Due to the site being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed developments could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP047 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar through criteria l) of the new policy, and this can be achieved through contribution to the RAMS. Adverse effects resulting from the development of the site will therefore be reduced. The new policy would be likely to result in increased vegetation can help to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	0	S-LT	M
13	To conserve and enhance biodiversity and geodiversity	-	Due to the site being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. the construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective. Development at IP047 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. IP047 includes the provision of public open space and an enhanced river path which would provide an opportunity for the inclusion of GI which would contribute to a wider green / wildlife corridor network. Criteria k) of the new policy states that "mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS". Ecological surveys will be required prior to vegetation clearance at the site. Therefore, biodiversity enhancements would be likely on site. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+	IP047 is not in proximity to any sensitive heritage assets. The proposed development at each site is an opportunity to improve the local setting given the current brownfield condition of each site. An archaeological assessment will be required for the site under criteria d) of the new policy, which would help to identify previously unidentified heritage assets. Increased vegetation would be likely as a result of the new policy, would help to screen the proposed development and make a positive contribution towards the setting of the heritage assets. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	IP047 currently comprises 50% car parking and 50% vacant brownfield site. It is therefore considered that the developments may help to enhance the local character. The site is proposed for open space, which would enhance the existing wildlife corridor and have benefits to the local landscape character along the river. Increased vegetation on site would screen the development and have a positive contribution to the local character.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.			
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP047 is a mixed-use scheme with employment opportunities.	++	S-LT	L
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough. IP047 would provide new hotel, leisure and retail opportunities that would provide a meaningful boost to the vitality of the local area.	++	S-LT	L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich is within 1km of IP047. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. A transport assessment and travel plan will be produced in accordance with policies DM21 and DM22 which could guide the incorporation of electric car charging points. This will also ensure efficient transport routes are provided for the new development. In addition, the policy requires improvements to be made to pedestrian and cycle routes, improving local accessibility. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria n) of the new policy requires the provision of superfast broadband in accordance with Policy DM34.	++	S-LT	L

3.2.39 New Policy: Old Cattle Market, Portman Road (IP051)

New Policy: Old Cattle Market, Portman Road allocates site IP051, which was assessed in the Regulation 19 SA Report. Criteria f) and j) have been added through the Main Modifications process, which sets out the requirement for a transport assessment and travel plan to be prepared and provide detail on Section 106 agreements. In addition, the policy now states that a desk-based archaeological assessment should be undertaken.

New Policy: Old Cattle Market, Portman Road (IP051)

Land is allocated (2.21ha) for mixed office, hotel, leisure and long stay car parking uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at Old Cattle Market, Portman Road (IP051).

The primary use is offices E(g)(i) with an indicative capacity of 20,000sqm.

The secondary uses are hotel, leisure and long stay car parking, the latter use to accord with Policy SP17.

Any development proposal will be expected to accord with the following criteria:

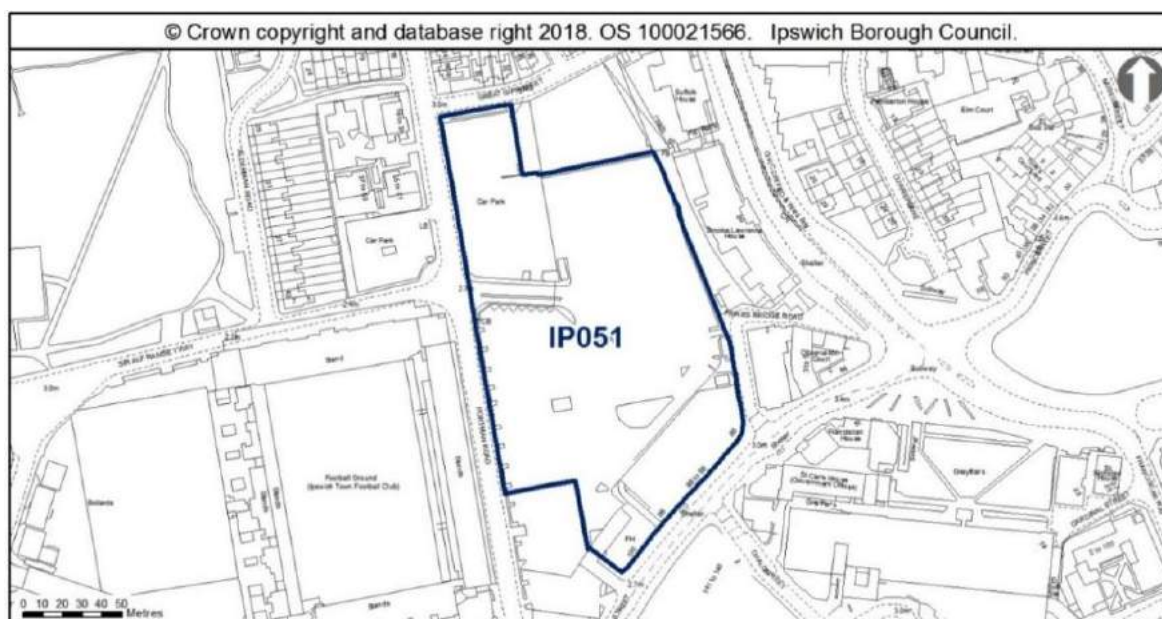
- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in

New Policy: Old Cattle Market, Portman Road (IP051)

Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;

- b. The replacement long stay car park building will need to be delivered before the other uses can be provided on the site;
- c. Development needs to ensure that proposals protect or enhance the setting of the Burlington Road Conservation Area to the north of the site. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13;
- d. The site has potential for palaeo-environmental and waterlogged remains. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;
- e. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;
- f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- g. Scheme design should create a new townscape of well defined blocks east of Portman Road and look to continue the existing building line along Princes Street, providing buildings of a high quality design and appearance which would contribute to the character of Princes Street corridor, and make a positive architectural statement to welcome visitors to the town centre when approaching from the train station;
- h. Improvements to the public realm should also be incorporated into development proposals, and should also look to improve pedestrian permeability east/west through the site, providing a pedestrian link across the site between Sir Alf Ramsey Way and Friars Bridge Road;
- i. The Bobby Robson Statue is located in this allocation site, and development would need to carefully consider the relocation of this statue, with regard to the football ground; and
- j. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River Corridor and Princes Street Corridor. Applicants should demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	IP051 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	+	M-LT	M
2	To meet the housing requirements of the whole community	0	IP151 would have no discernible impact on housing as it is allocated for employment and car parking.	0	N/A	M
3	To improve the health of the population overall and reduce health inequalities	+	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling, particularly with the requirement for increased pedestrian permeability under criteria h) of the new policy. The nearest GP, Burlington Road Surgery, is within 1km of IP051. The site would situate new residents within an existing community. The new policy seeks to ensure improved pedestrian links are provided on site, helping to promote active travel. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	+	M-LT	M
4	To improve the quality of where people live and work	-	IP051 is within 50m of the A1022. Therefore, these developments are likely to expose business users to sources of noise, air or light pollution. A high-quality design and appearance is required through criteria g) of the policy, having benefits on the quality of the development. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	-	S-LT	M
5	To improve levels of education and skills in the population overall	+	The provision of employment land at IP051 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6	To conserve and enhance water quality and resource	+/-	The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of IP051. Whilst the construction phase could potentially pose a risk to water quality, the proposed development at each site would also be an opportunity to incorporate measures that reduce the risk of contamination or pollution from surface run-off at these previously developed and hard-standing locations. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-MT	L
7	To maintain and where possible improve air quality	+	The construction and operation of the proposed development at the site would be likely to be a source of air pollution to some extent. However, given the sites' existing use as car parks and bus depots the proposed development could lead to a reduction in air pollution at each location, particularly as site users would have good access to public transport modes. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which will aim to improve air quality around the site. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at the location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	+	The construction and operation of the proposed development at the site would be likely to be a source of air pollution to some extent. However, given the site's existing uses as car parks the proposed development could lead to a reduction in greenhouse gas emissions, particularly as site users would have good access to public transport modes. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, further minimising GHG emissions from transport. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	IP051 is located in Flood Zone 3. IP051 has approximately 80% of land at risk of surface water flooding, with high and medium flood risk in the centre of the site. The proposed development at the site, which is currently hard standing, could be an opportunity to enhance surface water drainage and reduce surface water flood risk. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help to direct development away from highest flood risk. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	The site would be unlikely to have a discernible impact on the coast or estuaries.	O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	O	IP051 is unlikely to have a discernible impact on biodiversity.	O	S-LT	M
14 <i>Conserve and where appropriate enhance areas and assets of historical &</i>	O	IP051 has the potential for palaeo-environmental and waterlogged remains. A desk-based assessment should be undertaken before development commences, with an archaeological assessment required for the site under criteria d) of the new policy, which would help to identify previously unidentified heritage assets. A Heritage Impact Assessment is also required. The development needs to ensure proposals positively impact on the setting of	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>archaeological importance</i>		heritage assets, including Burlington Road Conservation Area. Positive effects could be realised above the current use. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.			
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	O	The site is a car park and it is therefore considered that the developments may help to enhance the local character. The Bobby Robson Statue is required to be carefully relocated and scheme design must continue the existing building line along Princes Street with high-quality design to preserve the local townscape and ensure the area has a strong identity. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 would be applicable which requires light pollution to be considered.	+	S-LT	L
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	IP051 is a site that will provide employment opportunities, including a new hotel and leisure uses that would provide a meaningful boost to the vitality of the local area.	++	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	IP051 would provide new space for businesses and enterprises that could make a positive contribution to the vitality of the local area.	+	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The site is within 1km of the nearest railway station, Ipswich. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved cycle routes. The policy also proposes the development of pedestrian links throughout the site, improving accessibility in the area. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of site users. Policy DM34 requires up to date digital communications technology in new residential developments including ultra-fast and full-fibre internet solutions where available.	+	S-LT	L

3.2.40 New Policy: Land between Old Cattle Market and Star Lane (IP054b)

The policy allocated site IP054b for mixed use development of residential, employment, small scale retail and an electricity sub station. The site was assessed in the Regulation 19 SA Report, but was not considered for employment use. Criteria g), h), n) and o) have been added through the Main Modifications process, which sets out the requirements protect land for an extension to the electricity sub-station, provide detail on Section 106 agreements and the provision of superfast broadband.

New Policy: Land between Old Cattle Market and Star Lane (IP054b)

Land is allocated (1.08ha) for mixed residential, employment, small scale retail uses and the electricity sub station, as identified on the IP-One Area Action Plan Inset Policies Map on Land between Old Cattle Market and Star Lane (IP054b).

The primary use is residential with an indicative capacity of 40 dwellings at medium density on around 60% of the site.

The secondary uses are employment uses and small scale retail in Use Class E and potential expansion or relocation within the site of the existing electricity substation.

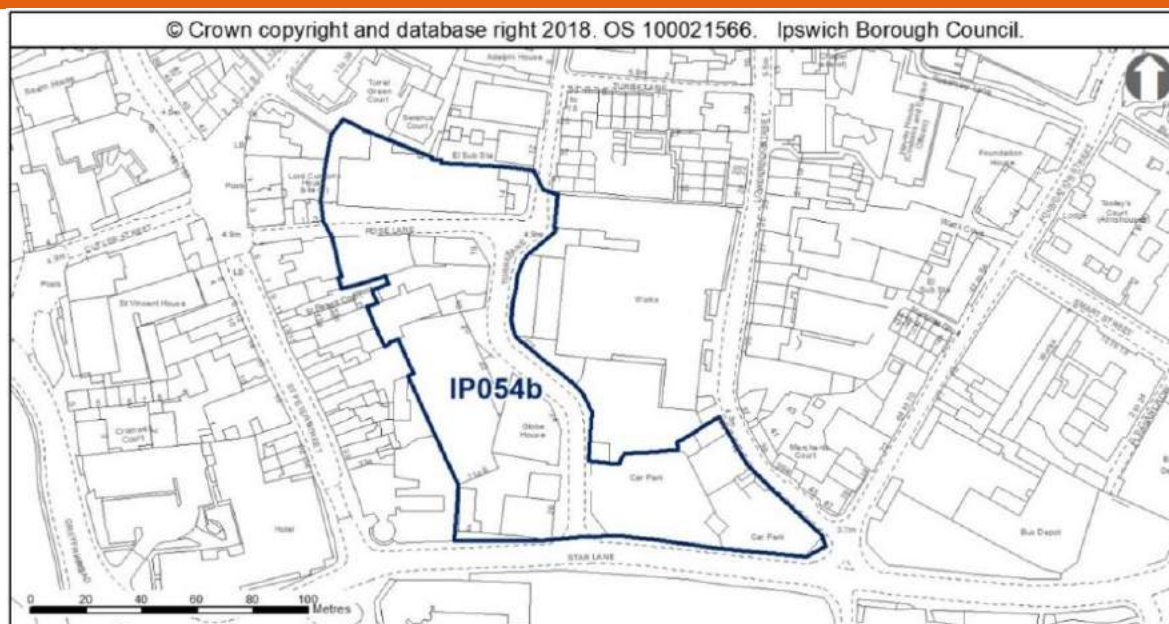
Any development proposal will be expected to accord with the following criteria:

- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- b. To achieve a comprehensive approach to redevelopment, developers should consider whether there is a need to relocate existing businesses, although the mix of uses may allow some to remain;
- c. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13 due to the relationship to the Central Conservation Area, Scheduled Monument and several Listed Buildings;
- d. There is also a potential for nationally important archaeological remains outside the scheduled areas. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;
- e. Existing buildings could support bats and consequently an internal inspection by a suitably qualified ecologist will be required which should also encompass nesting birds. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- f. The route of Turret Lane should be protected in development proposals with a high quality design which would help link the town centre and the waterfront;
- g. There is a need to protect land for an extension to the electricity sub-station or new provision within the site and to include sufficient buffer between the residential and sub-station use;
- h. Retail uses should focus along Rose Lane to continue the commercial character of St Peter's Street;
- i. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;
- j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- k. An Air Quality Exposure Assessment is required in accordance with Policy DM3;
- l. Scheme design should respect the domestic scale of existing architecture along St Peters Street and setting of listed buildings, and a suitably scaled landmark building should be provided at the corner of Star Lane and Turret Lane;
- m. Development should introduce a frontage to Star Lane, incorporating protected trees in the eastern corner of the allocation site at Star Lane which should be protected in the site layout and construction phase;
- n. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- o. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.

The site contains a Scheduled Monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the Scheduled Monument will need to deliver significant public benefit.

New Policy: Land between Old Cattle Market and Star Lane (IP054b)



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is adjacent to a place of worship (Diocese of St Edmundsbury and Ipswich). The Site is within 500m of the town centre and a cultural or leisure facility (e.g. Cineworld) and within 1km of a local or key service centre (Duke Street District Centre and Norwich Road). IP054b would provide new employment opportunities that can help to combat local rates of unemployment. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which could lead to benefits against this objective.	++	M-LT	M
2	To meet the housing requirements of the whole community	+	The site provides 40 new homes. Policy CS12 will apply regarding affordable housing.	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	+	The site is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Burlington Road Surgery. The site is 1km of a play area or sports facility (Alderman Canal local nature reserve and green space with playground facilities). This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. The requirements set out in the policy relating to air quality assessment would be likely to contribute to improved health and wellbeing to some extent. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	+	M-LT	M
4	To improve the quality of where people live and work	-	The site is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. The new policy requires air quality assessment to be prepared which could help reduce the adverse effects on development. There is also a requirement in the new policy to ensure the land allocated for the new electricity substation is suitably screened from residential properties. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		appropriate to the scale of the development, which could lead to benefits against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.			
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus. The provision of employment land at IP054b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills. The policy requires contributions to be made to education and early years provision.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase air pollution due to the scale of proposed development and associated increase in traffic. The policy requires the preparation of travel plan under criteria j), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. Achieving biodiversity net gains would be likely to increase vegetation that help to filter air pollutants. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	+	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	The site is brownfield and the proposed development would make for an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of</i>	-	The construction and operation phases would be expected to result in a net increase in air pollution. The site is adjacent to sustainable transport	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>GHG from energy consumption</i>		opportunities and located within 500m of existing jobs and services. In addition, the site is mixed use and would provide some onsite employment opportunities. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. The requirement for biodiversity net gain would also be likely to see an increase in vegetation and carbon storage capabilities. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.			
11	<i>Reduce vulnerability to climatic events and flooding</i>	-	A small area of site is within EA Flood Zone 3 (high risk) and a large area is within EA Flood Zone 2 (moderate risk). A large area of the site has low surface water flood risk. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria a) which would direct development away from areas of highest flood risk. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	+	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. Criteria e) in the new policy requires biodiversity net gain to be achieved. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	N/A	H
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	0	The site contains a Scheduled Monument (buried remains of a late Saxon town) and is adjacent to multiple listed buildings on St Peter's Street. The redevelopment of the site may lead to enhancement of the local area. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets. A Heritage Impact Assessment would be required and would be expected to help protect the nearby Central Conservation Area. The policy seeks to ensure development is of a high-quality design and the continuation of the commercial character of St Peter's Street, all of which would have benefits to the historic environment. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	N/A	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented. Biodiversity net gain, as required through the policy, would be likely to have some benefits to the local landscape character. The new policy requires the protection of Turret Lane and the incorporation of high-quality design to maintain the distinctiveness of the local townscape. Scheme design is required to respect the domestic scale for exiting architecture, and the setting of listed buildings around the allocation site. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	M
16	<i>Achieve sustainable levels of prosperity and</i>	+	The proposed development would lead to new economic land and existing businesses must be considered for relocation. The proposed development would situate new residents in proximity to employment opportunities. The site	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>growth throughout the plan area</i>		includes provision for employment and retail uses and is located 500m from St Clare's house and Willis building employment areas.			
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The site is a mix use site that is adjacent to the central retail area and is within the Ipswich town centre boundary. IP054b would provide new space for businesses and enterprises that could make a positive contribution to the vitality of the local area.	++	S-LT	M
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 1km of Duke Street and Norwich Road local District Centres. The site is adjacent to a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space. The site would have adequate highways access. The policy requires the protection of the route of Turret Lane will help to link the site with the town centre and the waterfront. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	M-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria o) within the new policy ensures access to superfast broadband will be provided at the development.	++	N/A	M

3.2.41 New Policy: Land east of West End Road (IP119)

This new policy focuses on the proposed development at site P119, which is proposed for residential, employment and leisure uses. The site was assessed in the Regulation 19 SA Report. Criteria g) to j) of the policy have been added through the Main Modifications process, and would ensure detailed assessment are carried out, including transport and contamination assessments.

New Policy: Land east of West End Road (IP119)

Land is allocated (0.61ha) for mixed residential, employment and leisure use as identified on the IP-One Area Action Plan Inset Policies Map on Land east of West End Road (IP119).

The primary use is residential with an indicative capacity of 28 dwellings at high density on around 45% of the site at its southern end.

Secondary uses are leisure use (40%), which is likely to be in the form of a river-related activity given the ability to access the river at this specific location, and employment uses (15%) within Use Class E(g) (uses which can be carried out in a residential area without detriment to its amenity) which are likely to come forward on the northern-most part of the site.

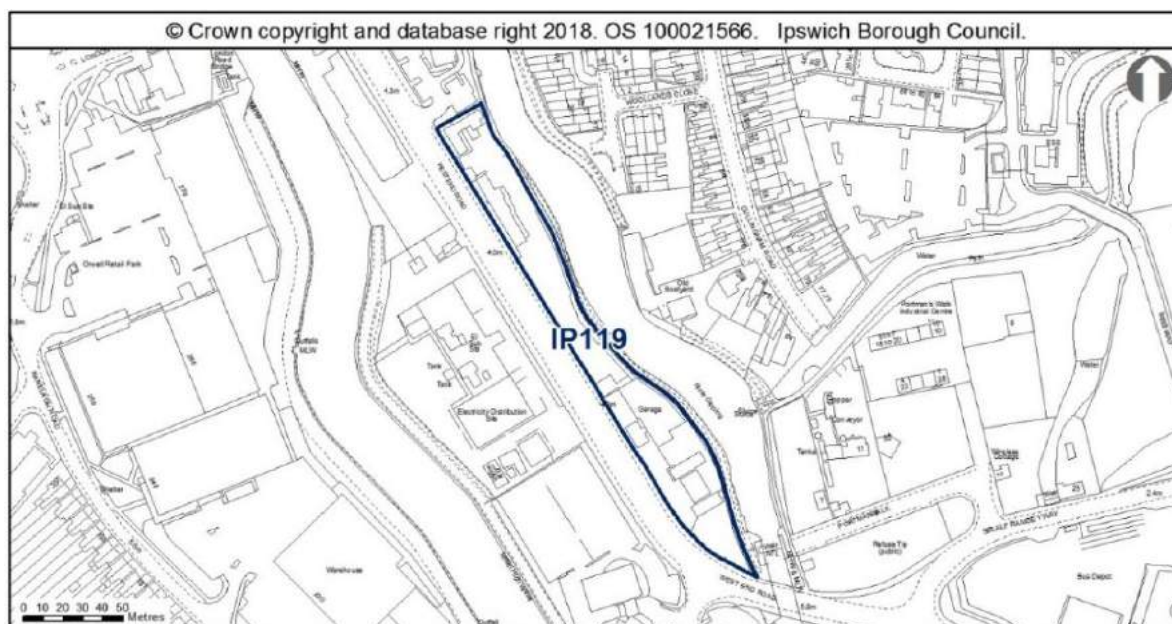
Any development proposal will be expected to accord with the following criteria:

- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;

New Policy: Land east of West End Road (IP119)

- b. The comprehensive redevelopment of this site is encouraged with a layout that provides a visual and appropriate residential buffer to the electricity substation to the west and enhances public access to the river;
- c. The design should make a positive architectural statement and include active frontages to West End Road and the River Gipping Riverside Walk;
- d. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;
- e. Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10;
- f. Ecological surveys will be required including for bats and reptiles prior to any vegetation clearance. Vegetation clearance must take place outside bird nesting season (March – end of August inclusive), unless immediately preceded by a nesting bird check undertaken by a suitably qualified ecologist. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;
- g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- h. A contamination assessment is required and appropriate mitigation to address any contamination identified;
- i. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- j. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside. Applicants should demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	Site would situate new residents in proximity to services, amenities, employment areas and an existing community and it is unlikely residents would feel excluded. It would also provide new employment opportunities. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may improve effects against this objective.	++	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	+	The site would provide 28 new homes. Policy CS12 will apply regarding affordable housing.	+	M – LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities). The provision of new employment and leisure opportunities would be likely to prove beneficial to the mental wellbeing of site users. Part of the site is allocated for leisure use, which may have a positive impact on residents' mental and physical wellbeing. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A137 and is therefore likely to expose site users to a major source of noise, air or light pollution. However, the provision of new leisure uses at the site would be likely to enhance the quality of the living and working environment for site users and local people. The policy also seeks biodiversity enhancements on site which could help screen the development. The policy allocates land for leisure use, which will enhance the quality of the area. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may improve effects against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	++	The site is located within 500m of Ranelagh Primary School and the Triangle Children's Nursery. The site is within 1km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus. The provision of employment land could lead to new skills learning opportunities for employees. The policy requires contributions to be made to education and early years provision.	++	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is located adjacent to the River Gipping. The proposed development would also be expected to result in a net increase in water consumption. The site is within the Groundwater Source Protection Zone 3. Development at IP119 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the water quality. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Development will not be permitted within 10m of the river in order to minimise surface run-off and therefore not impact water quality. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S – MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
7	<i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. The policy requires the preparation of travel plan under section g), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. The increased vegetation on site would be expected to help filter air pollutants. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may improve effects against this objective. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	+	M – LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S – LT	L
9	<i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	The construction and operation phases of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 100m of sustainable transport opportunities, jobs (Russell Road area employment areas) and 700m from Norwich Road District Centre. Increased vegetation on site would be expected to increase carbon storage capacity, S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may improve effects against this objective. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	-	S – LT	L
11	<i>Reduce vulnerability to climatic events and flooding</i>	-	Large area of site is within EA Flood Zone 2. Site is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SuDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help direct development away from highest flood risk. The increase in vegetation on site would help to naturally manage surface water runoff. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
12	<i>Safeguard the integrity of the coast and estuaries</i>	-	Due to being in proximity to the River Gipping, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP119 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. The new policy would be likely to result in increased vegetation can help to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Th requirement for a surface water management strategy will help manage on site surface water runoff. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	O	S- LT	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	++	Site is lies adjacent to River Gipping LWS. Site is within 500m of River Orwell LWS and Alderman Canal East LNR. Due to being in proximity to the River Gipping, which is an important wildlife corridor in the Borough, and which is hydrologically linked to the River Orwell and the Stour and Orwell SPA. The construction and occupation of the proposed development could potentially have an adverse impact on biodiversity. Development at IP119 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. Ecological surveys will be required prior to work on the site, with will conserve biodiversity. Enhanced biodiversity will naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	-	S- LT	L
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	O	Site is within 300m of two Listed Buildings (e.g. Milestone 68 Outside Number 142 (Grade II) located approx. 260m north east of the site and 121 London Road (Grade II) located approximately 200m north east of the site. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets. The policy seeks to ensure the design of development has a positive architectural statement, having benefits to the historic environment. Biodiversity enhancements, would help screen development. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S- LT	H
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The proposed development could be an opportunity to improve the Site's contribution to the local character. The development will be required to make a positive architectural statement, which will ensure the conservation of the local townscape. The development is also required to have a layout which provides visual and appropriate residential buffering. Biodiversity enhancements would help screen development. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The proposed development is for a mixed-use site that would make a positive contribution to the local economy. There are multiple employment areas within 1km of the site. The site is located 200m east of Russell Road area (existing employment site). The current site use would be relocated prior to development.	++	S- LT	M
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	Site would situate new residents and create new jobs in proximity to retail and town centres in Ipswich and could be an opportunity to rejuvenate the current site use. 15% of the site is allocated for employment use, which will bring jobs to the area and increase the viability of the site.	++	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	Site is within 500m of several bus stops and is 900m north west of Ipswich Railway Station. The site is in proximity to services, amenities, open spaces and employment areas. Pedestrian and cycle access is good. Access via the strategic road network is very good. The policy sets out requirements for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria j) within the new policy ensures access to superfast broadband will be provided at the development. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available	++	N/A	M

3.2.42 New Policy: Former St Peter's Warehouse, 4 Bridge Street (IP132)

This new policy allocates site IP132, which was assessed in the Regulation 19 SA Report. Criteria l) and m) have been added through the Main Modifications process, which set out the requirements for Section 106 agreements and the provision of superfast broadband.

New Policy: Former St Peter's Warehouse, 4 Bridge Street (IP132)

Land is allocated (0.18ha) for mixed residential, office, leisure and small scale retail uses in accordance with the Waterfront vision outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Former St Peter's Warehouse, 4 Bridge Street (IP132).

The primary use is residential with an indicative capacity of 73 dwellings at high density.

The secondary uses are offices, leisure and small scale retail uses which will occupy the two lower floors.

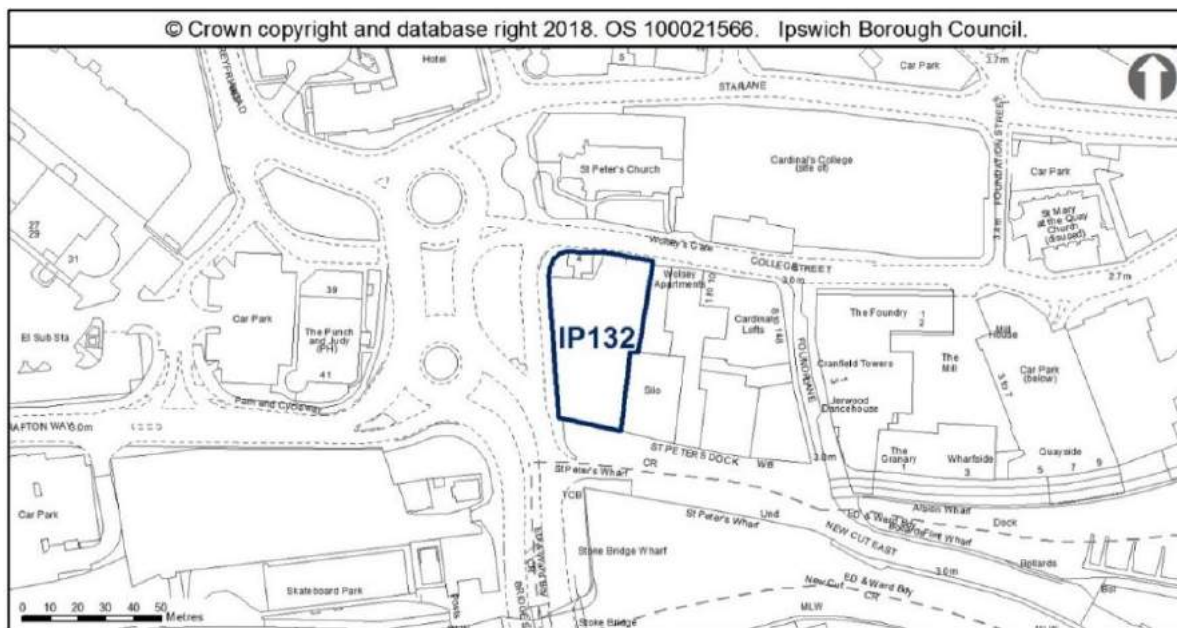
Any development proposal will be expected to accord with the following criteria:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- The site is located within the Central Conservation Area, adjacent to the Stoke Conservation Area and the gateway to the waterfront and Wet Dock Conservation Areas meaning that the setting and character is positively enhanced. The site is also extremely sensitive due to the proximity of listed buildings and several highly significant heritage assets including the grade II* listed Church of St Peter and the scheduled monument and Grade I Listed building of Wolsey's Gate. A proportionate Heritage Impact Assessment is therefore required in accordance with Policy DM13;
- Development should include a comprehensive scheme of repairs and new use for 4 College Street if this has not already been delivered independently;
- This site is in a particularly sensitive position in relation to heritage assets and consequently a sensitive approach to design, scale and massing will be required;

New Policy: Former St Peter’s Warehouse, 4 Bridge Street (IP132)

- e. The scheme should present active frontages which address the west elevation, College Street and the waterfront, and make a positive architectural statement acting as a landmark development which signals the gateway to the waterfront;
- f. The site has high potential for archaeological remains of national significance. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;
- g. An Air Quality Assessment is required in accordance with Policy DM3;
- h. The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development;
- i. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;
- j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;
- k. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- l. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- m. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The proposed development at the site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP132 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. S106 contributions as appropriate will be required towards	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to improvements in the effects against this objective.			
2 <i>To meet the housing requirements of the whole community</i>	+	IP132 would deliver 73 dwellings. Policy CS12 will apply regarding affordable housing.	+	M- LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 1km of each site. The site would situate new residents within an existing community. Contribution to the RAMS would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing, as well as the requirement for an air quality assessment. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M- LT	M
4 <i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1022 and major roundabouts associated with the A137 and A1156. The proposed development at the site would be therefore likely to expose residents to a source of noise, air or light pollution. Additionally, IP132 is within an AQMA. The proposed development would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at these locations would be exposed to dangerous levels of air pollutants associated with the AQMA. The policy requires an air quality assessment to be prepared which could help reduce the adverse effects on development. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to improvements in the effects against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S- LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. The policy requires contributions to be made to education and early years provision.	+	S- MT	L
6 <i>To conserve and enhance water quality and resource</i>	--	The site is adjacent to the River Orwell and Neptune Marina. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under section a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Development at the location is required to provide improvements to existing water supply and foul sewage networks to ensure wastewater is adequately dealt with. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	-	S- LT	L
7 <i>To maintain and where possible improve air quality</i>	-	IP136 is within an AQMA. Due to the scale of proposed developments and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy requires the preparation of travel plan under criteria j), which could include car sharing activities and improved public transport access to help reduce transport-	+	M- LT	M

	SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			<p>associated air pollution. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality.</p> <p>S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to improvements in the effects against this objective.</p> <p>DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA.</p> <p>Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.</p> <p>Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.</p> <p>Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.</p>			
8	<i>To conserve and enhance soil and mineral resources</i>	+	<p>The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.</p> <p>Policy DM18 would also apply with respect to contaminated land.</p>	+	S-LT	L
9	<i>To promote the sustainable management of waste</i>	-	<p>The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.</p> <p>Policy DM12 is also relevant as this requires appropriate waste storage in new developments.</p>	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and occupation of the proposed development at the site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions.</p> <p>S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to improvements in the effects against this objective.</p> <p>Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included.</p> <p>Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.</p> <p>In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.</p>	+	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	--	<p>The site is in Flood Zone 3. The site has a small area at a low risk of surface water flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SuDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help direct development away from areas of highest flood risk.</p> <p>Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.</p>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
12	<i>Safeguard the integrity of the coast and estuaries</i>	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. The preparation of a surface water management plan will minimise surface run-off to prevent adverse impacts to the SPA/Ramsar. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	0	S-LT	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	-	Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and occupation of the proposed developments could potentially have an adverse impact on the Biodiversity Objective. The new policy states that “ <i>mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS</i> ”. The requirement of a surface water management plan would help to ensure effective measures are in place to manage surface water runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S-LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	One Grade II Listed Building is within proximity to IP132; however this building is in poor condition and appears derelict. Three Listed Buildings, including the Church of St Peter, are within 20-50m north of the development site. Due to existing presence and nature of the buildings on each development site, impacts on the setting of these sensitive heritage assets would not be expected. A Heritage Impact Assessment would be required, which would help to prevent the development having an adverse effect on the setting of the heritage assets. An archaeological assessment will be required for the site under criteria f) of the new policy, which would help to identify previously unidentified heritage assets. The site is required to consider a sensitive approach to design to minimise impacts on the setting of heritage assets. A sensitive approach to design and layout is also required. The proposed development at the site is an opportunity to improve the local setting given the current brownfield condition of each site. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The site is brownfield with buildings that are in poor condition and appear derelict. It is therefore considered that the developments may help to enhance the local character. The site is required to consider a sensitive approach to design to minimise impacts on the local landscape and townscape character. Development at the site must consider a comprehensive scheme of repairs for 4 College Street and should create a ‘positive architectural statement’. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP132 is a mixed use scheme and will provide small scale office/retail employment.	++	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and improved pedestrian and cycle routes. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to improvements in the effects against this objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S- LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria m) within the new policy ensures access to superfast broadband will be provided at the development.	++	S- LT	L

3.2.43 New Policy: Silo, College Street (IP136)

This new policy focus on the proposed development at IP136 which was assessed in the Regulation 19 SA Report. Criteria l) and m) have been added through the Main Modifications process, which set out the requirements for development to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, provide detail on Section 106 agreements and the provision of superfast broadband.

New Policy: Silo, College Street (IP136)

Land is allocated (0.16ha) for mixed residential, office, leisure and small scale retail uses in accordance with the Waterfront vision outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Silo, College Street (IP136).

The primary use is residential with an indicative capacity of 48 dwellings at high density.

The secondary uses are offices E(g)(i), leisure and small scale retail uses with the expectation that these would occupy the two lower floors.

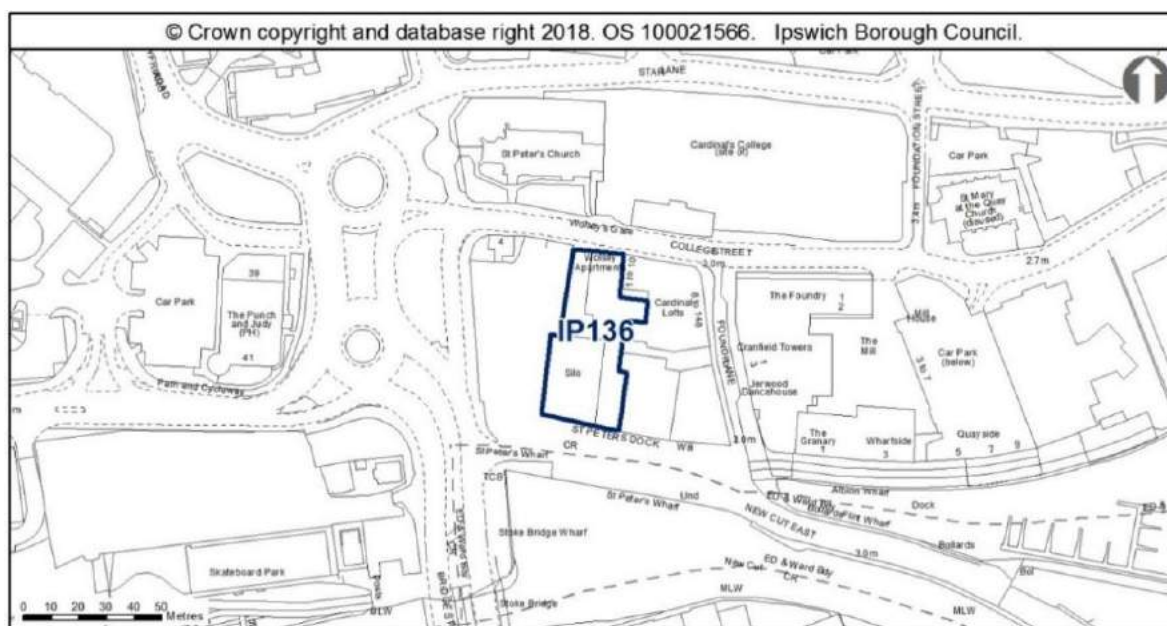
Any development proposal will be expected to accord with the following criteria:

- A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;
- This site is highly sensitive to development and must consider the historic environment which surrounds it. The site is within the Central and Wet Dock Conservation Areas and opposite the Grade I Listed and Scheduled Wolsey Gate. Therefore, a proportionate Heritage Impact Assessment is required in accordance with Policy DM13;
- The site lies in an area of international archaeological importance, on the Anglo Saxon and medieval waterfront of Ipswich and within the Area of Archaeological Importance (IPS 413). An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;

New Policy: Silo, College Street (IP136)

- d) A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;
- e) A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22. The travel plan and transport assessment must include capacity along College Street footways, and the one-way traffic system will need to include consideration of pedestrian capacity;
- f) An Air Quality Exposure Assessment will be required in accordance with Policy DM3;
- g) The existing silo should be retained in the redevelopment of this site and improvements made to its external appearance including the lettering R & W Paul Ltd in a mosaic tile which overlooks the waterfront and is a relic of the industrial use of the port;
- h) Development onto College Street will need to be of a modest scale to respect the historic grouping of heritage assets which bound the site to the north;
- i) Improved pedestrian access through the site should also be incorporated into development proposals to improve permeability between the waterfront and town centre;
- j) The older buildings on site could support bats and consequently further surveys will be required and delivery of biodiversity net gain;
- k) Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- l) S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and
- m) Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 To reduce poverty and	+	The proposed development at the site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel	++	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>social exclusion</i>		excluded. In addition, IP136 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to an improvement in effects against this objective.			
2	<i>To meet the housing requirements of the whole community</i>	+	IP136 would deliver 48 dwellings. Policy CS12 will apply regarding affordable housing.	+	M- LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 1km of the site. The site would situate new residents within an existing community. Additional pedestrian access through the site, connecting the site to the waterfront and town centre will encourage active transport and improve the health of residents. The requirements set out in the policy relating to an air quality assessment would be likely to contribute to improved health and wellbeing to some extent. Biodiversity net gain which would be required on site would be likely to result in an increase in a diverse range of natural habitats. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	++	M- LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1022, and major roundabouts associated with the A137 and A1156. The proposed development would be therefore likely to expose residents to a source of noise, air or light pollution. Additionally, IP136 is within an AQMA. The proposed developments at the location would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents would be exposed to dangerous levels of air pollutants associated with the AQMA. An air quality assessment is required under the new policy to ensure no adverse effects resulting from air pollution. Biodiversity net gain which would be required on site would be likely to result in an increase in a vegetation which would help filter air pollutants. Increased vegetation would also help screen the development from light and noise pollution. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to an improvement in effects against this objective. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S- LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. The policy requires contributions to be made to education and early years provision.	+	S- MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	The site is adjacent to the River Orwell and Neptune Marina. The site is in groundwater SPZ 3. The site would be expected to result in a net increase in water consumption. A site-specific Flood Risk Assessment will be required prior to development of the site, with the recommendations from the Ipswich SFRA taken into account. A surface water management strategy is required for the site under criteria a) of the new policy, which would be expected to guide the incorporation of effective SUDS to control surface water runoff. It is therefore expected that water quality will not be reduced resulting from the development in this location. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	O	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
7 <i>To maintain and where possible improve air quality</i>	-	<p>IP136 is within an AQMA. Due to the scale of proposed development and the associated increase in traffic, the proposed development at the site would be likely to exacerbate existing air quality issues. The policy also requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality.</p> <p>Access to public transport at the location is very good, which may help to limit increases in air pollution associated with road transport in the long term. The policy requires the preparation of travel plan under criteria e), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. Furthermore, the requirement for biodiversity net gain would help to filter out air pollutants. S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to an improvement in effects against this objective. DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA.</p> <p>Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments.</p> <p>Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.</p> <p>Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.</p>	+	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	+	<p>The site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The new policy includes the requirement for a contamination assessment, which will identify potential mitigation measures to improve soil quality.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.</p> <p>Policy DM18 would also apply with respect to contaminated land.</p>	+	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	<p>The proposed development at the location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p>Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.</p> <p>Policy DM12 is also relevant as this requires appropriate waste storage in new developments.</p>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and occupation of the proposed development at the site would be expected to result in a net increase in GHG emissions, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within close proximity to services and facilities, which may help to limit increase in greenhouse gases associated with transport. The new policy contains recommendations for improved pedestrian access, which will reduce reliance on private vehicles and associated GHG emissions. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Increased vegetation on site would also increase carbon storage capacities. S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to an improvement in effects against this objective.</p> <p>Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included.</p> <p>Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments.</p> <p>In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.</p>	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
11	<i>Reduce vulnerability to climatic events and flooding</i>	-	The site is in Flood Zone 3. The site has a small area at a low risk of surface water flooding. The policy requires a surface water management strategy to be prepared which would help direct locate development away from areas of surface water flood risk and guide the effective incorporation of SUDS. A site-specific Flood Risk Assessment is also required under criteria a) which would help to direct development away from areas of highest flood risk. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S- LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. The new policy contains recommendations for a surface water management strategy, which will minimise surface water run off that may affect the SPA. The integration of green infrastructure and biodiversity net gains would help naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	0	S- LT	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	-	Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough, and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and occupation of the proposed developments could potentially have an adverse impact on the Biodiversity Objective. Criteria j) in the new policy requires ecological surveys prior to the commencement of works and biodiversity net gain, and criteria k) requires recreational effects to the SPA to be mitigated. Each of these will ensure there are biodiversity enhancements on site. Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	+	S- LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	Three listed buildings, including the Church of St Peter, are within 20-50m north of the development site. Due to existing presence and nature of the buildings on the development site, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development at each site is an opportunity to improve the local setting given the current brownfield condition of the site. The policy requires an archaeological assessment to be carried out which would help to identify previously unidentified heritage assets. A Heritage Impact Assessment would be required, which would help to prevent the development having an adverse effect on the setting of the Conservation Area and nearby Listed Buildings. Development onto College Street will particularly need to be of modest scale in order to respect the historic groupings. The requirement for biodiversity net gain would also help provide screening for development. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S- LT	M
15	<i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The site is brownfield with buildings that are in poor condition and appear derelict. It is therefore considered that development at this site may help to enhance the local character. The policy also seeks to result in biodiversity enhancements, which would be likely to screen development and have benefits to the local landscape character. The policy requires the retention of an existing silo with improvements made, which will enhance the local character. Development is also required to be of a modest scale to respect the historic character. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S- LT	L
16	<i>Achieve sustainable levels of prosperity and growth</i>	+	The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>throughout the plan area</i>					
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate new residents in proximity, and with good access, to central areas in Ipswich. It may also help to rejuvenate brownfield sites in the Borough.	+	S-LT	L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and cycle routes. The policy requires improved pedestrian access through the site with connections to the town centre and waterfront. S106 contributions as appropriate will be required towards open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development, which may lead to an improvement in effects against this objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria m) within the new policy ensures access to superfast broadband will be provided at the development.	++	S-LT	L

3.2.44 New Policy: The Island Site (IP037)

This new policy set out the allocation for IP037, the Island Site, which was assessed as part of the Regulation 19 SA Report. A number of new criteria have been set out in this policy, including the requirement to include comprehensive surface water drainage infrastructure, provide an air quality assessment and to provide superfast broadband on site. The site information no longer refers to access via vehicle, and seeks to focus on pedestrian, cycle and emergency access.

New Policy: The Island Site (IP037)

Land is allocated (6.02ha) for housing, mixed commercial and leisure uses, open space and early years' facility and identified on the IP-One Area Action Plan Inset Policies Map at The Island Site (IP037).

The indicative capacity for the housing on the site is 421 dwellings at 100dph on approximately 70% of the site.

Open space will be provided on approximately 15% of the site.

The extent of the Early Years' Facility requirement is to be determined through the masterplan.

Existing boat-related employment uses shall be retained to support the Enterprise Zone and support the marine focus of the site.

Some limited small scale uses within Use Class E would also be acceptable where properly integrated into the development.

New Policy: The Island Site (IP037)

Additional pedestrian and cycle access provision shall be made in accordance with Policy SP15 (including emergency access). The development layout should not prejudice future provision of a Wet Dock Crossing.

New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.

The master plan will:

- a. Agree a Brief and Vision for the development based on the development principles set out in New Policy Opportunity Area A – Island Site;
- b. Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;
- c. Include a Strategic Framework for the land uses;
- d. Identify access to the Island Site where consideration will be given to the phase of development and the need for a road bridge from the west bank to the Island Site, and a pedestrian and cycle bridge linking the allocation site with the main Waterfront quarter to the east;
- e. Have regard to protecting and enhancing the character and appearance of the Wet Dock Conservation Area;
- f. Have regard to the relationship with the safeguarded minerals facility within 250m of the site and safeguarded through the Suffolk Minerals Local Plan;
- g. Establish urban design principles for:
 - sense of place;
 - movement hierarchy including potential wet-dock crossing;
 - 15% public open space and pedestrian routes through the site;
 - scale and massing;
 - character and appearance;
 - conservation of the historic environment and for the retention of historic structures including (Public Warehouse, Lock Keepers Cottages and Harbour Masters House); and
 - aquatic environment.
- h. Identify other development constraints; and
- i. Identify appropriate phasing of development, including the necessary infrastructure, through an implementation plan.

In addition, development of the site shall be expected to comply with the following requirements:

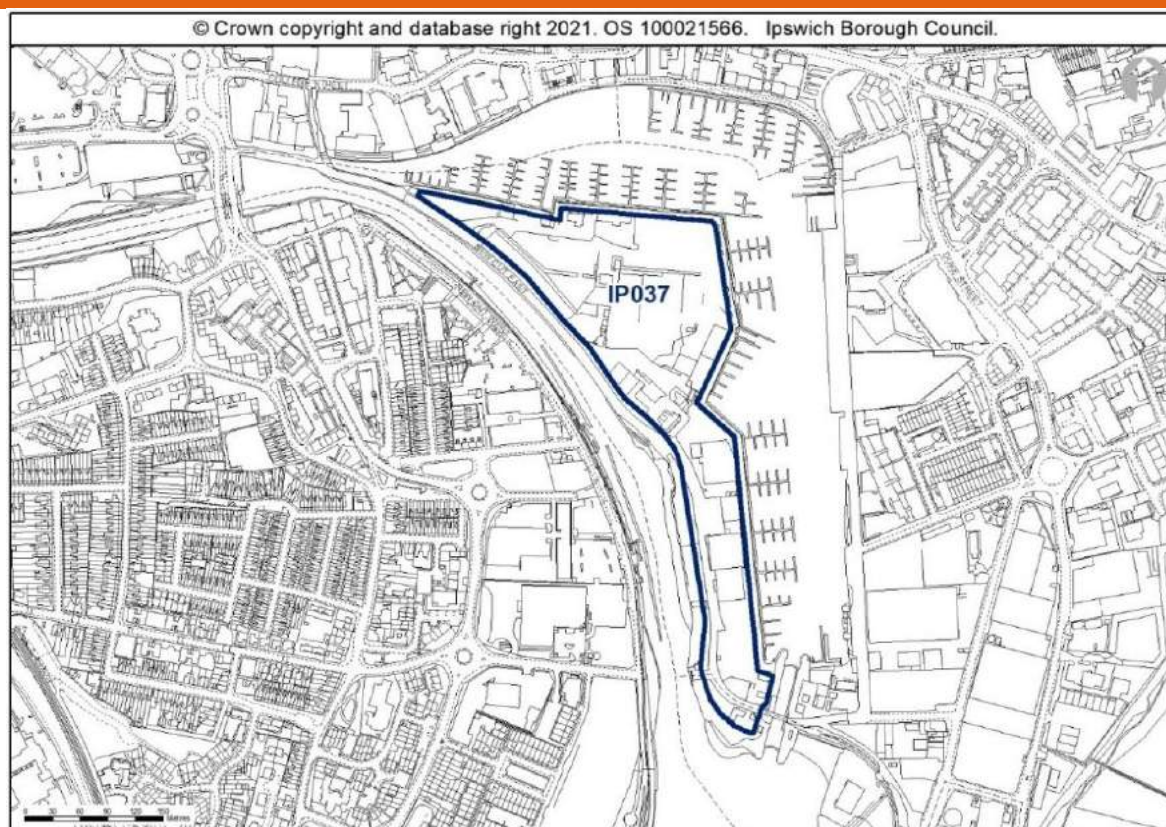
- i. Identify how the development relates and complies with the master plan;
- ii. Deliver a high quality, climate change resilient design, which reflects the importance of this Waterfront site and its setting in the Wet Dock Conservation Area in accordance with Policies CS1, DM1, DM2, DM11 and DM12;
- iii. Provide a mix of housing that reflects local housing needs, including provision of affordable housing, and accessible housing in accordance with Policies CS8, CS12 and DM12;
- iv. Preparation of a transport assessment, travel plan and car parking strategy including EV charging in accordance with Policies DM21 and DM22;
- v. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) in accordance with Policy DM4;
- vi. Development should deliver net gains for biodiversity (taking into account the Wildlife Audit 2019 findings), a landscaping scheme and retention of trees where possible in accordance with Policies DM8 and DM9;
- vii. Retention of boat and leisure related uses where possible;

New Policy: The Island Site (IP037)

- viii. Provide a Heritage Impact Assessment that assesses heritage issues, and archaeological survey and any necessary mitigation measures provided in accordance with Policy DM13;
- ix. S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan.
- x. Provide confirmation of adequate capacity in the foul sewerage network or action to upgrade it to create the required capacity;
- xi. Include comprehensive surface water drainage infrastructure appropriate for the scale of the development;
- xii. Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10;
- xiii. Provide appropriate contamination mitigation;
- xiv. Inclusion of a public route through the site from St Peters Dock to the Waterfront East Bank;
- xv. Improve where possible the greater recreational, leisure and sports use of the River Orwell and surrounding river environment;
- xvi. Safeguards land for a wet-dock crossing including for pedestrian, cycle, and/or road bridges;
- xvii. Provides Air Quality assessment and mitigation in accordance with Policy DM3;
- xviii. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- xix. Provision of public art; and
- xx. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area A – Island Site, and take into account the guidance within adopted Supplementary Planning Documents.

New Policy: The Island Site (IP037)



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship. The site is also within 1km of a local or key service centre and multiple cultural and leisure facilities. Residents would be likely to feel situated in the middle of an existing community. However, there are fairly limited entrance and exit points off the island and residents may therefore find that reaching community centres can take a relatively long time. The new policy is required to provide new public routes through the site from St Peter's Dock to the Waterfront East Bank and the safeguarding of a wet-dock crossing, increasing the number of accessible routes. The site is also proposed for leisure uses, open space and early years facility which would help prevent social exclusion. S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan.	+	S- LT	M
2	To meet the housing requirements of the whole community	++	The site provides 421 new homes, with a mix that reflects local needs, including provision of affordable housing, and accessible housing.	++	S- LT	M
3	To improve the health of the population overall and reduce health inequalities	+	Several GP surgeries are within 1km of the island. Access to sports facilities, open spaces and playgrounds is somewhat limited from this location, although it is expected that the site would be masterplanned with open space provided for. It is also expected that improved access to the island for pedestrians would be provided, which could encourage walking and cycling. The new policy is required to provide new pedestrian and cycle routes, in particular through the site from St Peter's Dock to the Waterfront East Bank, increasing the number of accessible	++	S- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		routes and encouraging active lifestyles. Emergency access is also required. The policy also includes the requirement to improve the greater recreational, leisure and sports use of the River Orwell and river environment, which would encourage greater levels of activity. The policy requires the development to achieve biodiversity net gain. This would be expected to result in biodiversity enhancements, having positive effects on mental wellbeing. Other health benefits would be expected as the policy requires an air quality assessment to be prepared. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.			
4 <i>To improve the quality of where people live and work</i>	+	The proposed development would help to situate a large quantity of new residents away from major sources of noise, air and light pollution. The location of the site, being on an island surrounded by some waterfronts and the marina, may permit a high quality of life for new residents. The policy requires an air quality assessment to be prepared which could help reduce the adverse effects on development. The policy also seeks to biodiversity enhancements on site. The open space allocated within IP037, alongside the requirement for biodiversity net gain, would help to screen residents from sources of noise and light pollution and should be laid out in a manner that helps to filter out air pollutants. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	+	S-LT	L
5 <i>To improve levels of education and skills in the population overall</i>	++	The site is proposed for mixed use including an early year's facility. School Albion and Pipers Vale Primary Schools are both within 500m of the Site. Stoke High School is 1km southwest. The policy requires contributions to be made to education and early years provision	++	S-LT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is on an island surrounded by the River Orwell and Neptune Marina. The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. Development at IP037 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on water quality. The new policy will ensure adequate capacity in the foul sewerage network or action to upgrade it, include comprehensive surface water drainage infrastructure, and a flood risk assessment, all of which will ensure no surface water or waste water will reduce the quality of water around the site. Surface water drainage infrastructure may include SUDS to control run-off. A strategy for mitigation of impacts on the Stour and Orwell estuaries will also be required. Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	+	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	-	The proposed Development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic. The policy requires the preparation of an air quality assessment, which would help to identify mitigation measures and prevent the worsening of local air quality. The policy requires the preparation of travel plan under criteria iv), which could include car sharing activities and improved public transport access to help reduce transport-associated air pollution. Furthermore, the increased provision of pedestrian and cycle routes would encourage active travel and reduce the number of cars used. S106 contributions, as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan, which could lead to improved effects against this objective. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.			
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land. The policy requires that appropriate mitigation for contamination is undertaken. Furthermore, development is required to take into consideration the safeguarded minerals facility within 250m of the site. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments. Policy DM18 would also apply with respect to contaminated land.	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. Upgrades to the foul sewer network must be introduced where required. Development at the site must have regard for the safeguarded minerals facility, which is within 250m of the site. Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre. The policy requires the preparation of travel plan, which could include car sharing activities to help reduce transport-associated greenhouse gas emissions. Development at the site is required to be high-quality and climate change resilient, which may include sustainable materials and GI, which would reduce net GHG emissions. New pedestrian and cycle routes provided would minimise private vehicle usage. S106 contributions, as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan, which could lead to improved effects against this objective. Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	+	S-LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	The Site is in Flood Zone 3. A flood risk assessment would be required, which would help to direct development away from areas of highest flood risk. The new policy will ensure adequate capacity in the foul sewerage network or action to upgrade it, include comprehensive surface water drainage infrastructure, all of which will ensure no surface water or wastewater will reduce the quality of water around the site. Surface water drainage infrastructure may include SUDS to control run-off. A strategy for mitigation of impacts on the Stour and Orwell estuaries will also be required. Development is required to be climate change resilient, which may include the incorporation of SUDS and GI, thereby reducing vulnerability to flooding. Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	-	S-LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. Development at IP037 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on this Objective. The establishment of urban design principles for the aquatic environment will ensure the	0	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		safeguarding of the surrounding water environment. Mitigation will be required to address impacts to the SPA/Ramsar, which will be achieved through contribution to the RAMS. Biodiversity net gain requirements on site would help to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. In addition, the incorporation of SUDS as guided by the surface water management strategy would help to manage surface water runoff. Policy DM4 would also apply which makes clear that development must not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.			
13 <i>To conserve and enhance biodiversity and geodiversity</i>	--	The site is surrounded on all sites by the River Orwell County Wildlife Site. The site is at a low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. However, the high density of proposed housing (100dph) on 70% of the site will limit outdoor space and green infrastructure to 15% of the site. Development at IP037 would not take place within the 10m buffer of the river corridor and this could help to prevent negative impacts on the Biodiversity Objective. An assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation will be required through contribution to the RAMS, and development should deliver net gains for biodiversity through criteria vi). Policy DM8 would apply to any new development which requires biodiversity net gain. Policy DM12 requires green roofs to be considered in new developments.	-	S-LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	-	The site is within Ipswich Conservation Area and an area of Archaeological importance. Whilst there are no Listed Buildings in proximity, the site sits in the centre of Ipswich and is highly visible from a number of locations, playing an important role in the local character. A Heritage Impact Assessment would be required, which would help to prevent the development having an adverse effect on the setting of the Conservation Area and nearby Listed Buildings. An archaeological survey will be required for the site under criteria viii) of the new policy, which would help to identify previously unidentified heritage assets. Historic structures, including the Public Warehouse and Lock Keepers Cottages are required to be conserved. Development at this site would be required to be of a high-quality design and protect the local historic character. Increased vegetation on site would also help to screen the development. Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.	+	S-LT	M
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	+	The site sits in the centre of Ipswich and is highly visible from a number of locations, playing an important role in the local character. The Site is currently used for a variety of purposes and is not considered to be particularly visually attractive. The proposed Development would be an opportunity to enhance the site's contribution to the local townscape character and to make a more positive contribution to views for sensitive receptors including users of the marina. Development at this site would be required to be of a high-quality design and protect the local landscape and townscape character. Increased vegetation on site would also help to screen the development. Furthermore, development is required to establish urban design principles and establish a sense of place. Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate. Policy DM18 requires light pollution to be considered in new developments.	+	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The proposed development would situate new residents in proximity to a range of employment opportunities and also provide new jobs in the centre of Ipswich.	++	S-LT	H
17 <i>Maintain and enhance the vitality and viability of</i>	++	The proposed development would situate new residents and new jobs in proximity to the centre of Ipswich and would be likely to help rejuvenate the location. IP037 would provide new space for businesses and enterprises that could make a positive	++	S-LT	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>town and retail centres</i>		contribution to the vitality of the local area. The provision for public art will attract tourists and provide a new source of income for the area.			
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	+	The proposed development would situate new residents fairly away from bus stops, the nearest being off the island. It is expected that the development would provide enhanced pedestrian access which may help to encourage good rates of walking and cycling. There are fairly limited access options onto the site, including for car, although these would be enhanced following the development. Ipswich Railway Station is 1km west. The policy sets out requirement for a transport assessment and travel plan which could guide the incorporation of electric car charging points and public transport. The policy also proposes the development of new pedestrian and cycle links, including emergency access, improving accessibility in the area. The policy also seeks to safeguard land for a wet-dock crossing including for pedestrian, cycle, and/or road bridges. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. Criteria xx) within the new policy ensures access to superfast broadband will be provided at the development.	++	S-LT	L

3.2.45 New Policy: The Mint Quarter (IP048a-d)

Site IP048a in the draft Local Plan has been modified and separated into new IP048a and IP048d. New site IP048d allocates the new school which was proposed under IP048a. Consequently, site IP048a has decreased from 1.33ha to 0.94ha but still is allocated for 53 dwellings. The new policy sets out the requirement for a masterplan to achieve the development at these four locations, and the criteria future development must meet.

New Policy: The Mint Quarter (IP048a-d)

Land is allocated (2.94ha) for a mix of planning uses as follows and identified on the IP-One Area Action Plan Inset Policies Map at the Mint Quarter (IP048a-d):

Mint Quarter East (IP048a): 0.94ha for residential use – indicative capacity 53 dwellings at high density on around 60% of the site; short stay shopper car park in accordance with Policy SP17; and open space;

Mint Quarter West (IP048b): 1.34ha for 4,800sqm of retail floorspace (net) within use class E(a) to meet the need for comparison shopping floorspace to 2031; residential development with an indicative capacity of 36 dwellings at high density on around 30% of the site; short stay shopper car park in accordance with Policy SP17; and open space;

Mint Quarter/4-6 Cox Lane (IP048c): 0.23ha for change of use of upper floors from office space to 33 dwellings, taking place under prior approval, and retention of retail use at ground floor level; and

Mint Quarter/Cox Lane East Regeneration Area facing Carr Street (IP048d): 0.43ha for a primary school.

New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.

The master plan will:

New Policy: The Mint Quarter (IP048a-d)

- a) Agree a brief and vision for the development based on the development principles set out in New Policy Opportunity Area C Mint Quarter;
- b) Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;
- c) Include a Strategic Framework for the land uses;
- d) Identify access and sustainable transport measures to be put in place;
- e) Identify an appropriate comprehensive sustainable drainage strategy;
- f) Establish urban design principles for:-
 - Sense of place;
 - Scale and massing;
 - Conservation of the historic environment;
 - Movement hierarchy including pedestrian environment along Cox Lane; and
 - Public open space;
- g) Identify other development constraints; and
- h) Facilitate the delivery of development through an implementation plan.

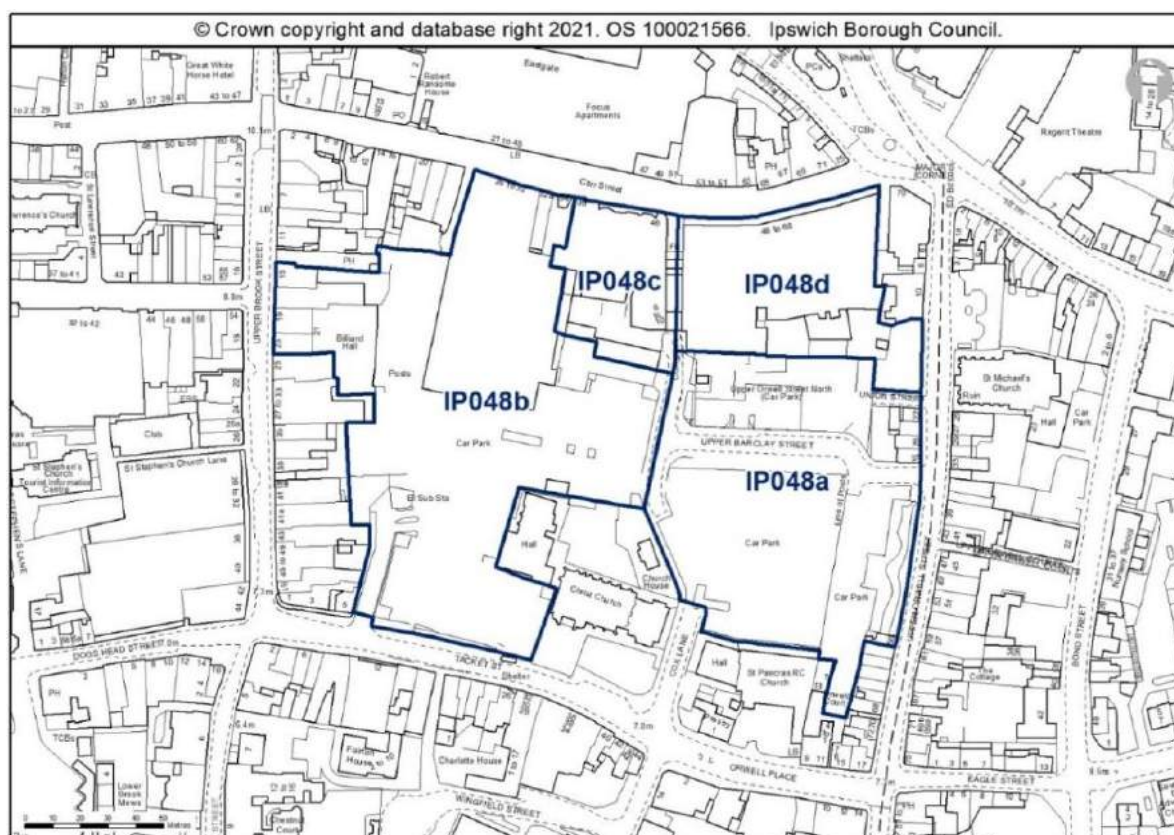
Applications for the development of the site shall be expected to comply with the following requirements:

- i. Demonstrate how the development complies with the master plan;
- ii. Deliver a high quality, climate change resilient design, which reflects the importance of this site, in accordance with Policies CS1, DM1, DM2 and DM12;
- iii. Provide a mix of housing that reflects local housing needs, including provision of affordable housing, and accessible housing in accordance with Policies CS8, CS12 and DM12;
- iv. Include a transport assessment and travel plan including EV charging in accordance with Policies DM21 and DM22;
- v. Provide high quality pedestrian and cycle access in accordance with Policies CS5 and DM21;
- vi. The site contains a large scheduled monument, is adjacent to the Central Conservation Area, two Grade II Listed churches (Christ Church and St Pancras) and other Listed Buildings to the south. Therefore, a Heritage Impact Assessment that assesses heritage issues and any necessary mitigation measures must be provided in accordance with Policy DM13;
- vii. The site lies within an Area of Archaeological Importance and contains a large Scheduled Monument. An archaeological assessment will therefore be required, and any necessary mitigation identified to be addressed at an appropriate stage in the planning process. Development must preserve the significance of the Scheduled Monument in accordance with Policy DM14;
- viii. Site-specific Flood Risk Assessments will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and the incorporation of sustainable drainage measures (see SFRA Section 9.7) in accordance with Policy DM4;
- ix. Development should deliver net gains for biodiversity, and retain protected trees where possible in accordance with Policies DM8 and DM9;
- x. Development must not result in an unacceptable loss of amenity for existing or future residents in accordance with Policies DM18 and DM3;
- xi. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;
- xii. S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan;
- xiii. Provide an air quality assessment and mitigation in accordance with Policy DM3;

New Policy: The Mint Quarter (IP048a-d)

- xiv. Provide confirmation of adequate capacity in the foul sewerage network or action to upgrade it to create the required capacity;
- xv. Include comprehensive surface water drainage infrastructure appropriate for the scale of the development;
- xvi. The redevelopment of the site should improve views along Cox Lane and create a more welcoming pedestrian route from north to south and should provide active building frontages which engage with Upper Orwell Street and Tacket Street. The scale of development should respect the existing scale of commercial and residential buildings around the allocation site;
- xvii. Provide appropriate contamination mitigation; and
- xviii. Provide access to superfast broadband in accordance with Policy DM34.

Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area C, as well as guidance within adopted Supplementary Planning Documents.



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP048a +	The sites are adjacent to a place of worship (Christ church). The sites are located in central Ipswich, in proximity to key services, and cultural or leisure facilities (e.g. Ipswich Regent Theatre). The provision of a new primary school at IP048d could help to enhance local community cohesion as well as educational attainment for local people. This could make a meaningful contribution towards combatting the local risk of exclusion and poverty.	IP048a ++	M- LT	M
		IP048b +		IP048b ++	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP048c +	The policy seeks to ensure there is a mix of housing that meets the locally identified need, including affordable housing and accessible housing.	IP048c ++	M- LT	M
	IP048d +	S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development will be required at each of the sites.	IP048d ++	M- LT	M
2 <i>To meet the housing requirements of the whole community</i>	IP048a +	IP048a will provide 53 new homes.	IP048a +	M- LT	M
	IP048b +	IP048b provides 36 new homes.	IP048b +	M- LT	M
	IP048c +	IP048c provides 33 new homes.	IP048c +	M- LT	M
	IP048d O	IP-048d is allocated for a new primary school and so would be unlikely to have a discernible impact on this SA Objective. The new policy seeks to ensure there is a mix of housing that meets the locally identified need, including affordable housing and accessible housing. Policy CS12 will apply regarding affordable housing.	IP048d O	N/A	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP048a ++	The sites are within 500m of a GP surgery (Orchard Medical Practice), green public space (Christchurch Park) and within 500m of a sports facility (Pure Gym Ipswich and Goals Ipswich).	IP048a ++	M- LT	M
	IP048b ++	The development at IP048b would include new open space.	IP048b ++	M- LT	M
	IP048c ++	The policy requires the development to integrate pedestrian and cycle access to promote active travel and facilitate healthy lifestyles. The requirement for air quality assessments and ensuring the development does not result in an unacceptable loss to amenity would also be likely to have benefits in relation to health and wellbeing.	IP048c ++	M- LT	M
	IP048d O	IP048d is allocated for a new primary school and so would be unlikely to have a discernible impact on this SA Objective. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12.	IP048d O	N/A	L
4 <i>To improve the quality of where people live and work</i>	IP048a -	The sites are within Ipswich city centre and are within 100m of the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The sites are unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.	IP048a +	M- LT	M
	IP048b -	The new policy requires an air quality assessment to be carried out which would help to identify mitigation measures. The policy also requires the development to deliver net gain in biodiversity and to retain existing trees which would help to screen new homes from light pollution and help to provide a filter of air pollutants.	IP048b +	M- LT	M
	IP048c -	IP048d is allocated for a new primary school and so would be unlikely to have a discernible impact on this SA Objective.	IP048c +	M- LT	M
	IP048d O	S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development will be required at each of the sites. Policy DM18 requires the quality of life of occupiers to be protected, and are required to take into consideration light pollution, noise pollution, odour, contamination and visual privacy. DM12 requires safe and secure communities to be created, which integrate work and community environment and contribute to biodiversity net gain.	IP048d O	N/A	L
5 <i>To improve levels of education and skills in the</i>	IP048a +	IP048a, IP048b and IP048c are located within 1km of St Helen's Nursery and Primary School. The sites are also within 2km of Stoke High Secondary School. The sites are within 500m of The University of Suffolk campus.	IP048b +	S- MT	L
	IP048b +		IP048b +	S- MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>population overall</i>	IP048c +	The provision of employment land at IP048b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP048c +	S-MT	L
		IP048d ++	IP048d is allocated for primary school development. The proposed development would significantly enhance local residents' access to primary school facilities. It would also help to ensure that there is appropriate capacity to accommodate the educational needs of Ipswich's growing and varied population.	IP048d ++	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	IP048a -	IP048a-d are within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.	IP048a -	S-MT	L
		IP048b -	There are no water bodies within 100m of the sites, and no other known impacts on water quality issues.	IP048b -	S-MT	L
		IP048c -	The new policy seeks to ensure surface water drainage infrastructure is incorporated into the development which would help to control surface water on site.	IP048c -	S-MT	L
		IP048d -	Policy DM4 sets out the requirement for measures to prevent fluvial and pluvial flooding, and subsequently helps protect water quality.	IP048d -	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	IP048a -	IP048d is located adjacent to 'Ipswich AQMA No.2' to the north east. IP048a and P048b currently contain a surface level car park. IP048a is proposed for residential development and a short stay shopper car park and IP048b is allocated for retail floorspace, residential and a short stay shopper car park. Although these sites currently comprise a car park, and the proposed development would reduce the proportion of parking spaces in the area, the proposed car parks as part of the development would not result in a significant change in the number of car movements to and from the sites.	IP048a +	M-LT	M
		IP048b -	The proposed developments at IP048c and IP048d have potential to moderately increase air pollution due to development and the associated increase in traffic.	IP048b +	M-LT	M
		IP048c -	The new policy requires an air quality assessment to be carried out and appropriate mitigation set out if required. The policy also states that electric car charging points should be incorporated into the development and a travel plan prepared. In addition, biodiversity net gain is required, and protected trees will be retained to help filter air pollutants.	IP048c +	M-LT	M
		IP048d -	DM3 would apply with respect to the need for an air quality assessment and proximity of sites to an AQMA. Policy DM12 applies which requires appropriate cycle storage provision to be integrated into new developments. Policy DM21 is also relevant with respect to travel plans, electric charging points and requiring sustainable travel modes to be explored first which will help to reduce emissions. Policy CS16 seeks to support green infrastructure networks which would help to filter out air pollutants.	IP048d +	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	IP048a ++	IP048a-d are brownfield and the proposed development would make for an efficient use of land and potentially an opportunity to remediate contaminated land.	IP048a ++	S-LT	L
		IP048b ++	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction. It also requires valued soils to be protected and enhanced in new developments.	IP048b ++	S-LT	L
		IP048c ++	Policy DM18 would also apply with respect to contaminated land.	IP048c ++	S-LT	L
		IP048d ++		IP048d ++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	IP048a -	IP048a-d would each be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP048a -	S-LT	M
		IP048b -	Policy CS4 would apply to any development which encourages the use of local reclaimed, renewable, recycled and low environmental impact materials in construction.	IP048b -	S-LT	L
		IP048c -		IP048c -	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP048d -	Policy DM12 is also relevant as this requires appropriate waste storage in new developments.	IP048d -	S- LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	IP048a -	IP048a and P048b currently contain a surface level car park. IP048a is proposed for residential development and a short stay shopper car park and IP048b is allocated for retail floorspace, residential and a short stay shopper car park. Although these sites currently comprise a car park, and the proposed development would reduce the proportion of parking spaces in the area, the proposed car parks as part of the development would not result in a significant change in the number of car movements to and from the sites.	IP048a -	S- LT	M
	IP048b -	The proposed developments at IP048c and IP048d have potential to moderately increase greenhouse gases due to development and the associated increase in traffic. The sites are located nearby to sustainable transport opportunities to help reduce the number of vehicles on Ipswich's roads.	IP048b -	S- LT	M
	P048c -	New residents at these sites would, however, be expected to be a source of GHG emissions through energy and resources consumption. The policy seeks to deliver a high-quality, climate resilient design, which may help to reduce greenhouse gas emissions generated through the construction and occupation of development. The policy also seeks to ensure a travel plan is prepared and electric vehicle charging points incorporated.	IP048c -	S- LT	M
	IP048d -	Policy DM1 would apply to any new development which requires sustainable design measures, including high levels of energy efficiency to be included. Policy DM2 also requires appropriate levels of decentralised renewable or low carbon energy in major developments. In addition, Policy DM21 requires electric vehicle charging points to be appropriately factored into new developments.	IP048d -	S- LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	IP048a +	IP048a-d are within a low risk flood zone and are not at risk of surface water flooding.	IP048a +	S- LT	M
	IP048b +	The policy requires a comprehensive sustainable drainage strategy and a site-specific Flood Risk Assessment to be prepared. This would help guide the effective incorporation of SUDS as required and where to direct development to avoid risk of flooding. The policy also seeks to ensure biodiversity net gains are delivered on site. Increased vegetation will help to alleviate potential flood risk.	IP048b +	S- LT	M
	IP048c +	Policy DM4 would apply to any new development which requires SuDS to be incorporated into new development, including through the use of green infrastructure.	IP048c +	S- LT	M
	IP048d +		IP048d +	S- LT	M
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP048a O	IP048a-c are unlikely to have a discernible effect on any designation associated with the coast or estuary. The policy seeks to ensure a sustainable drainage strategy is prepared to help identify effective incorporation of SUDS if required.	IP048a O	N/A	M
	IP048b O		IP048b O	N/A	M
	IP048c O		IP048c O	N/A	M
	IP048d O		IP048d O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP048a O	IP048a-d are not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.	IP048a +	N/A	H
	IP048b O	The new policy requires masterplanning for the sites to "include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation". The development should result in net gains in biodiversity and protected trees should be retained where possible	IP048b +	N/A	H
	IP048c O	Policy DM12 requires green roofs to be considered in new developments.	IP048c +	N/A	H
	IP048d O		IP048d +	N/A	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
14 <i>Conserve and where appropriate enhance areas and assets of historical & archaeological importance</i>	IP048a -	<p>The 'Area of Middle and Late Saxon town between Upper Brook Street and Upper Orwell Street' Scheduled Monument coincides with IP048a and IP048b. The Scheduling relates to the archaeological value belowground. No Listed Buildings coincides with the sites, but nearby Grade II Listed Buildings include '33, Upper Orwell Street', '18, Carr Street', 'United Reformed Church' and 'Church of St Pancras (Roman Catholic)'. Site IP048b is located adjacent to 'Central Conservation Area'.</p> <p>Due to the proximity to heritage assets, the proposed developed could have an adverse effect on the heritage assets, however, given the sites are previously developed and currently in-use, this impact may be lessened. The presence of the Scheduled Monument coinciding with IP048a and IP048b would be expected to result in adverse impacts on heritage.</p> <p>The policy requires a Heritage Impact Assessment to be completed to set out potential mitigation measures to reduce the impact of development on the nearby heritage assets. An archaeological assessment will also be required. The proposed development must be of a high-quality design and not result in an unacceptable loss of amenity.</p> <p>Policies DM12, DM13 and DM14 of the Core Strategy and Policies DPD would apply given the surrounding historic context.</p>	IP048a -	S-LT	M
	IP048b -		IP048b -	S-LT	M
	IP048c O		IP048c O	N/A	L
	IP048d O		IP048d O	N/A	L
15 <i>Conserve & enhance the quality & local distinctiveness of landscapes and townscapes</i>	IP048a +	<p>IP048a, IP048c and IP048d would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.</p> <p>IP048c would convert existing office space and into residential dwellings. The site is unlikely to have a discernible effect on landscape/townscape quality.</p> <p>The new policy requires development to be of a high-quality design and seeks to ensure the development does not result in an unacceptable loss of amenity. The requirement for biodiversity net gain will result in an increase in vegetation which can be used as screening and have a positive contribution towards the local landscape character.</p> <p>Policy DM12 would apply to new development which requires a high-quality design, including the use of green infrastructure where appropriate.</p> <p>Policy DM18 requires light pollution to be considered in new developments.</p>	IP048a +	S-LT	M
	IP048b +		IP048b +	S-LT	M
	IP048c O		IP048c O	N/A	L
	IP048d +		IP048d +	S-LT	M
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP048a ++	<p>IP048b would be for a mixed-use site that makes a positive contribution towards the local economy. It would also situate residents in proximity to a range of employment opportunities.</p> <p>IP048a and IP048c would situate new residents within Ipswich city centre and thus with excellent access to employment opportunities.</p> <p>The proposed development at IP048d would provide new employment opportunities at the school whilst enhancing the educational attainment of local people.</p>	IP048a ++	S-LT	M
	IP048b ++		IP048b ++	S-LT	M
	IP048c ++		IP048c ++	S-LT	M
	IP048d +		IP048d +	S-LT	M
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP048a ++	<p>IP048a is a mixed use residential, employment and education site in Ipswich city centre.</p> <p>IP048b is a housing site within 500 m of an existing retail or service centre.</p> <p>IP048c is a housing site within Ipswich town centre.</p> <p>IP048d would be unlikely to have a discernible impact on the vitality or vibrancy of centres in Ipswich.</p>	IP048a ++	S-LT	M
	IP048b ++		IP048b ++	S-LT	M
	IP048c ++		IP048c ++	S-LT	M
	IP048d O		IP048d O	N/A	L
18 <i>Encourage efficient patterns of</i>	IP048a ++	IP048a-d are in Ipswich city centre, within 500m of a public green space. The sites are in proximity to a number of bus services. They are also located nearby to essential shops and employment areas which is	IP048a ++	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
<i>movement, promote sustainable travel of transport and ensure good access to services.</i>	IP048b ++	likely to encourage walking or cycling. The sites would have adequate highways access. Short stage shopper car parks are allocated at site IP048a and IP048b. The new policy sets to requirements for a transport assessment and travel plan including electric vehicle charging points. Development will also be required to incorporate safe pedestrian and cycle access. Access for pedestrians and cyclists to be provided at the site to surrounding communities and places of work is required under Policy DM12. Policy DM21 will apply to any development and this requires sustainable transport modes to be prioritised, as well as provide appropriate levels of electric vehicle charging points.	IP048b ++	S-LT	M	
	IP048c ++		IP048c ++	S-LT	M	
	IP048d ++		IP048d ++	S-LT	M	
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP048a +	As the sites are in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. The new policy sets out the requirement for access to superfast broadband to be supplied to the sites. IP048d would be unlikely to have a discernible impact on digital infrastructure. Policy DM34 requires up to date digital communications technology in new developments including ultra-fast and full-fibre internet solutions where available.	IP048a ++	S-LT	L	
	IP048b +		IP048b ++	S-LT	L	
	IP048c +		IP048c ++	S-LT	L	
	IP048d O		IP048d O	N/A	M	

4 Conclusions

4.1 Reasonable Alternatives

The Ipswich Local Plan Review sets out:

- Ipswich Strategic Planning Area policies;
- Core Strategy policies;
- Site-based policies; and
- Development Management policies.

Within the site-based policies are a set of site allocations. Each site allocation is a delineated area of land within Ipswich, where the Council intends to support a defined quantity of a particular type of development. This is typically residential or employment development, or a mixture of the two, in order to help ensure that the Borough's development needs can be met.

Given the limited availability of development land within Ipswich, the Council has allocated all the sites that are considered to be suitable and deliverable, in order to comply with the NPPF requirement to meet the objectively assessed housing need. The SHELAA exercise assessed all land in the Borough and any land that was found to be suitable, available and achievable has been allocated. During the process of assessing deliverability, the following constraints were considered, in order to filter out unsuitable sites:

- Access and Highways;
- AQMA (within or close to);
- Area of Archaeological Importance;
- Conservation Areas;
- Contaminated Land;
- Existing Use;
- Flood Zone 2 and 3;
- Listed Buildings on site or nearby;
- Recreation and Open Space;
- Tree Preservation Order (TPO) on site or nearby;
- Wildlife site or adjacent to; and
- Noise.

Some locations were considered to be undeliverable due to consideration of the following additional constraints on development:

- Uncertainty with regard to the deliverability of the site within the plan period;
- Changed circumstances of existing use (when potential development is subject to relocation of existing uses on site);
- Development of the site has been completed; and
- Viability issues associated with amenity concerns, access and flood risk.

As an example of the above, some relatively small sites, which could have accommodated a minor quantity of housing in the more rural fringes of the Borough, were considered by the Council. However, many of these sites typically had issues related to access, availability and amenity, with many of them adjacent or near to the A14 which would be a major source of air, noise and light pollution for new residents.

It is considered that any area of land that is constrained by the above features and is therefore undeliverable, unavailable or unviable, does not qualify as a 'reasonable alternative'.

Over the course of the plan-making process, the Council has made best efforts to identify options and alternatives for new development. Following the filter process described above of discounting undeliverable sites, it was concluded that there are very limited potential alternative locations to those that have been allocated for development (i.e. all likely deliverable sites have been allocated and those that are undeliverable can be seen as 'unreasonable').

Nevertheless, as part of the Main Modifications, there are six new sites which have been assessed through the SA process within the SA Addendum.

Sites IP400a and IP400b are allocated under Policy CS11 as extensions to the existing Gypsy and Traveller site, named the West Meadows site. These sites have been added as an allocation in the Local Plan Review to meet the potential pitch need within the Borough. The Inspectors requested the Council to allocated West Meadow as Gypsy and Traveller sites. Please see Policy CS11 and its supporting text for further information.

New site IP084a was already assessed under Draft Local Plan Review Policy SP2 but now has planning permission so has been moved to the equivalent of Policy SP3 (sites with planning permission or awaiting a Section 106 agreement). Sites IP0274, IP280 and IP386 have been included because these were effectively windfall sites and have been granted planning permission so fall straight into equivalent Policy SP3. As permission has been granted on these sites, the proposed development in these locations counts towards the Borough's housing supply.

During the Examination in Public, sites which were discounted by the Council were discussed. This includes:

- IP034 – this site was discounted because residential development did not comply with the safety framework in the Ipswich Borough Council Development and Flood Risk SPD.
- IP302 – this site is identified as not achievable owing to need to protect separate identity of the nearby settlement of Rushmere.
- IP184 – this site is not available for the proposed development as the site is needed for replacement sports facilities in connection with proposed development at Ipswich Garden Suburb.

Ipswich Borough Council have stated that the preferred approach has been selected because:

- It has been positively prepared, seeking to meet the objectively assessed needs of the Borough over the plan period;
- It is justified based on the evidence base that has been prepared to support the emerging Local Plan;
- It would be effective in delivering the objectives of the plan and demonstrates effective joint working on cross-boundary strategic matters; and
- Is consistent with national policy.

The preferred approach set out following the incorporation of the Main Modifications is similar to the overarching approach set out in the Draft plan and assessed in the Regulation 19 SA, whereby brownfield regeneration is the focus, whilst being supported by sustainable urban extensions at Ipswich Garden Suburb and Humber Doucy Lane. Ipswich is a very small accessible town, but it has areas of deprivation where regeneration and improvements are focussed. There is a need to encourage development on the periphery of the Borough to allow for brownfield sites to come forward, as these are the most sustainable. The Main Modifications proposed are considered necessary for soundness but would not alter the overall vision for the Borough compared to the aim of the approach of the Draft Plan and assessed at Regulation 19.

4.2 Cumulative and synergistic effects of the Local Plan Review

An important element of SA is the consideration of cumulative effects.

Cumulative effects arise, for instance, where several proposals each have insignificant effects but together have a significant effect, or where several individual effects of the proposal have a combined effect: and

Synergistic effects interact to produce a total effect greater than the sum of the individual effects, so that the nature of the final impact is different to the nature of the individual effects.

Table 7 presents assessment of the likely cumulative effects of all proposals in combination against each SA Objective. This process naturally involves a large degree of uncertainty and assumptions have to be made in each case. Best efforts have been made to provide an indication of the overall uncertainty of effects and to identify likely significant effects.

The cumulative effects, both with and without the consideration of other plans and programmes, have been re-considered and update as required. However, no significant changes have arisen as a result of the Main Modifications.

Table 7: Cumulative and synergistic effects assessments of proposals in the Local Plan Review

SA Objective 1 - To reduce poverty and social exclusion			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
<p>Cumulative effects of the Local Plan Review: The Local Plan Review allocates a range of residential sites in locations that will help to ensure the significant majority of Ipswich's residents have excellent access to community facilities and areas, such as open spaces, arts and cultural facilities as well as those associated with the night-time economy. Various policies safeguard and seek to enhance community facilities, particularly those in locations accessible via public transport modes and walking and cycling. Cumulatively and synergistically, the Local Plan Review would therefore make a major contribution towards combatting the risk of social exclusion. The provision and enhancement of digital infrastructure, including superfast broadband, will also help to combat the risk of social exclusion.</p> <p>The Local Plan Review allocates a range of employment sites, the combination of which would facilitate the anticipated growth in jobs and prosperity in the Borough. It is highly likely that the growth in local employment opportunities for residents will make a major contribution towards tackling poverty, through increased employment.</p> <p>The significant majority of new homes would have excellent access to education facilities whilst there will, in some cases, be the provision of expanded or new education facilities. Educational attainment can be a highly effective route out of poverty.</p> <p><i>Recommendation: New or enhanced community facilities should be designed and managed in a manner that encourages as much community interaction as possible, with support provided that encourages community engagement for all of the local population's diverse preferences. Particular efforts may be needed for categories of society more prone to loneliness, including those aged 16 – 24.</i></p>			
SA Objective 2 - To meet the housing requirements of the whole community			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
<p>Cumulative effects of the Local Plan Review: The Council have identified the OAN for the Borough based on the best available data using the most up to date methodology. The Plan has allocated enough land to accommodate new homes to the extent that the OAN can be satisfied over the plan period with a five-year supply consistently identified.</p> <p>Of these new homes, the Council has determined that, based on trend data and the SHMA, there is a need for 19.5% of housing to be Affordable Rented and 14.8% affordable home ownership. The Council have therefore determined that, for sites of 15 or more dwellings (or on sites of 0.5ha or more), there should be provision of at least 15% on-site affordable housing by number of dwellings. This does not apply for development composed of 65% or more flats on brownfield land. At least 60% of affordable housing provision should consist of affordable housing for rent.</p> <p>Cumulatively and synergistically, the Plan would make a major contribution towards meeting the housing requirements of the whole community.</p> <p><i>Recommendation: Homelessness rates have been declining in Ipswich over the past few years. The provision of affordable homes over this period has no doubt contributed towards this. It is recommended that developments are strongly encouraged to exceed the 14.8% rate where feasible.</i></p>			
SA Objective 3 - To improve the health of the population overall and reduce health inequalities			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	+
<p>Cumulative effects of the Local Plan Review: The proposed residential sites allocated for development in Ipswich would be expected to situate nearly all new residents in locations where they are within 1-4km, and typically within 1km, of a GP surgery as well as within 8km of hospitals. Land for the provision of a new healthcare facility is safeguarded within the IP005 site allocation in the north west of the Borough, where access to a GP surgery is currently limited.</p> <p>For some residents, access to a diverse range of natural habitats is limited given their relatively urban location in central Ipswich. However, access to open spaces including public parks is generally very good, particularly as a new open space is proposed under the new Policy: Land Allocated and Protected as Open Space in the IP-One Area.</p>			

It should also be noted that approximately 5.8% of mortality in Ipswich is considered to be associated with Nitrogen Oxide (NOx) pollution, higher than the 5.3% average seen for England. This is due to the relatively poor air quality in several areas of the Borough. Many sites proposed for residential development in the Local Plan Review are adjacent to A-roads or in proximity to AQMAs, where NOx pollutant is a particular concern. Whilst there are policies in the Plan designed to help improve local air quality, such as Policy DM3 Air Quality, there is a risk that should air quality not improve as much or as fast as hoped, the long-term health of some new residents could be harmed by exposure to particulate pollution.

Recommendation: There are some concerns over the capacity of GP surgeries across the Borough and careful consideration may be needed to ensure that all new and existing residents are able to access a GP surgery.

Access to a diverse range of natural habitats as well as public open spaces is essential to the physical and mental wellbeing of residents. Best efforts should be made to ensure that all residents are able to walk or cycle to nearby public open spaces as well as natural or semi-natural habitats. Incorporating high quality GI comprised of a diverse range of native species into the development is an effective means of ensuring new residents can experience nature in their daily lives. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.

SA Objective 4 - To improve the quality of where people live and work

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-

Cumulative effects of the Local Plan Review: It is expected that in the significant majority of cases, the Plan will help to ensure that people in Ipswich are able to pursue high-quality and active lifestyles both at home and at work. However, given the nature of Ipswich with its network of busy A-roads, as well as the four AQMAs in the centre of Ipswich associated with some of these roads, it is possible that many new residents may be exposed to poor air quality as well as noise and light disturbance associated with road transport and road infrastructure. This air quality would be likely to improve over time in the long-term, given the good access to public transport modes benefitting most of the proposed residential development, as well as their proximity to services, facilities and employment areas (thereby enabling higher rates of walking and cycling) and the national trend of moving towards electric and low-emission vehicles.

Various development management policies will be likely to help mitigate this to some extent, including those that would protect and enhance GI and vegetation cover as well as those that set out requirements for air quality improvement, sustainable construction, low carbon developments and the provision of outdoor amenity spaces. However, overall, a minor adverse impact on the quality of where people live and work as a result of options in the final draft local plan, when considered cumulatively and synergistically, cannot be ruled out.

Recommendation: Where feasible, new residential development should be situated as far back from sources of noise, air and light pollution as possible. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. Where sites are situated in areas of poor air quality, such as within or adjacent to AQMAs, careful consideration would be needed for ventilation in homes and the circulation of fresh air.

SA Objective 5 - To improve levels of education and skills in the population overall

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	++

Cumulative effects of the Local Plan Review: The significant majority of sites allocated for residential development would provide residents with good access to primary and secondary school facilities, frequently being within 500m of a primary school and within 1km of a secondary. Several sites would also provide for an extension to an existing school (site IP010) or the provision of a new school (site IP048d). This is in line with Policy CS15, which seeks to ensure that there is adequate provision of new or expanded education opportunities to satisfy the needs of the growing local population. The sites assessment results indicate a large portion of new residents may be reliant on nearby schools, including St Matthew's Church of England Primary School, St Helen's Nursery and Primary School and Stoke High School and so close consideration on the capacity of these schools may be required.

Local residents also benefit from excellent access to the University of Suffolk as well as Suffolk New College, the continuing development of which the Council also seek to support. The provision of new employment land would also offer the local community with access to a broad range of new jobs, which would be expected to provide opportunities for learning new skills.

Recommendation: Cumulatively and synergistically, proposals in the Local Plan Review would be expected to make a major positive contribution towards improving the levels of education and skills in Ipswich's population overall.

When determining if there is adequate education provision to satisfy the need, consideration should be given to the accessibility of education opportunities. Residents would ideally be within 500m-1km of their primary school and within 1-2km of their secondary school. Schools should also be accessible via sustainable modes including bus with safe walking and cycling links also provided or enhanced.

SA Objective 6 - To conserve and enhance water quality and resources

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-

Cumulative effects of the Local Plan Review: In terms of water resources, it is expected that the Local Plan Review will ensure there is an adequate supply of water to match the needs of development before it takes place. Given the scale of development proposed in the Plan, it would be expected to result in a net increase in water consumption over the Plan period.

It is considered to be unlikely that water quality would be significantly affected by the allocations set out Local Plan Review. The majority of sites allocated for development are not within 100m of a natural waterbody and so would not pose a risk to water quality. Some residential and employment sites are adjacent to the River Gipping and the River Orwell, and in these cases, the construction and operation of development could pose a risk to water quality, although policies in the Local Plan Review (as well as EA guidance) will help to minimise this risk. Given the nature of the built form pre-existing in these areas, development here would not pose a major new risk different to that which is already present. Policy DM4 would help to manage surface water runoff, such as by incorporating SuDS into development, and this will help to reduce the risk of adversely impacting water quality.

Recommendation: There should be a strategic approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. During the construction at these sites, best practice should be adopted to prevent contamination or pollution of nearby waters in line with EA guidance.

SA Objective 7 - To maintain and where possible improve air quality

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	P	-

Cumulative effects of the Local Plan Review: The Local Plan Review proposes the construction and occupation of several thousand new homes as well as the facilitation and operation of thousands of new jobs. It is expected that this would lead to some degree of air pollution, largely due to emissions from buildings and businesses as well as an associated increase in local traffic. It is unclear if this would lead to a net reduction in local air quality, particularly given the below factors and that an air quality study for the Borough found emissions to be improving. However, it is likely that the proposed development in the Borough would make it more difficult to achieve air quality improvement targets, such as at Ipswich AQMA No. 3 which is within 50m of approximately 560 proposed dwellings.

The Local Plan Review includes various policies that will help to combat air pollution throughout the Borough, particularly Policy DM3: Air Quality which commits the Council to an Air Quality Action Plan that will be published, and which identifies action and measures for reducing emissions. The Council will also require Air Quality Assessments for certain types of development in the Borough. In addition to this, policies which reduce the need for residents to travel, including Policy DM34: Delivery and Expansion of Digital Communications Network, and those that enable more sustainable and efficient travel, including Policy CS5: Improving Accessibility, would help to limit pollution and emissions associated with the transport sector. Policies protecting and enhancing GI and vegetation will help to preserve the air filtering service provided by plants and canopy.

Additionally, the significant majority of development proposed in the Local Plan Review would ensure new residents and workers have excellent access to public transport modes including bus and rail. Given their proximity to jobs, homes, services and amenities higher rates of walking and cycling are also likely to be encouraged over time.

It should also be noted that national and international trends, most notably the move towards renewable energies as well as electric and low-emission vehicles, is helping to reduce rates of air pollution from the transport and energy sectors and this will be likely to benefit air quality in Ipswich.

Recommendation: There should be a strategic approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. Where new residential development occurs, it is likely that they will have good access to a number of bus stops with frequent services. However, consideration is likely needed for the capacity of such services and there may in some cases be a need to increase the quantity or frequency of bus services.

Residents and employees may be less willing to walk or cycle if their route is deemed unsafe. It is recommended that where pedestrian and cycling links are provided, careful consideration should be given to the safety of these routes, such as by not restricting cycle lanes to narrow strips on busy roads. High quality, attractive and safe routes, that could frequently tie in with the GI network, would encourage good rates of cycling and walking and this may be key to preventing further reductions in air quality.

SA Objective 8 - To conserve and enhance soil and mineral resources

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	P	-

Cumulative effects of the Local Plan Review: The Local Plan Review gives close consideration to the potential effects of its proposals on soils. The significant majority of sites allocated for development are brownfield sites and would constitute an efficient use of land that helps to minimise permanent losses of non-renewable soils. Various policies will be likely to have indirect benefits to soils, including those that seek to protect and enhance biodiversity and above ground biomass given the importance of this for belowground biodiversity and the structure and fertility of soils. The Plan pursues a relatively high density of development in various locations, particularly along the waterfront, and this will help to ensure development uses the Borough's land efficiently.

Overall, the Local Plan Review would be expected to result in a permanent and net loss of ecologically and agriculturally valuable soils, including those that are Grade 2 Agricultural Land Classification (ALC) (i.e. some of the Borough's best and most versatile soils). This is predominantly due to the 195ha Garden Suburb, nearly all of which is situated on greenfield land and much of which is on Grade 2 ALC land. The provision of 64.5ha of open space and the country park within the Garden Suburb would help to minimise these losses, as too would the range of residential gardens and outdoor amenity spaces. However, a permanent net loss of non-renewable and highly valuable soils would be unavoidable.

Recommendation: Where development is situated on greenfield land, sustainable soil management techniques should be enforced during the construction phases to avoid the unnecessary losses of soils and to minimise the risk of compaction, contamination or erosion of soils. Where feasible, excavated soils should be reused elsewhere on the site.

SA Objective 9 - To promote the sustainable management of waste

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	-

Cumulative effects of the Local Plan Review: The consideration of waste is present in various aspects of the Plan. Several policies, such as CS1 and CS4 will help to ensure that new employment, residential and other forms of development utilise renewable, recycled, reusable and low-impact materials during construction and occupation as well as to ensure that residents and workers have good access to waste recycling facilities. This would make a positive contribution towards limiting the amount of waste sent to landfill. Furthermore, the majority of new development proposed in the Borough is on brownfield and previously developed land. In such cases, there may be opportunities for making good use of pre-existing materials or buildings. However, overall it is expected that the Local Plan Review would result in a net increase in the quantity of waste sent to landfill. This is due to the quantity of development proposed, the increase in the number of workers and residents and the waste that this would generate, not all of which can be or will be recycled or reused.

Recommendation: It is expected that the majority of waste management in Ipswich would be carried out through Suffolk County Council's Minerals and Waste Local Plan. The Council should pursue the ideals of a circular economy as much as feasible, wherein materials are kept in use for as long as possible, as well as to recover and regenerate products and materials at the end of their lives. This may include encouraging developers to make best efforts to reuse any materials, foundations or buildings pre-existing in brownfield or previously developed locations.

SA Objective 10 - To reduce emissions of greenhouse gases from energy consumption

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	P	-

Cumulative effects of the Local Plan Review: Several components of the Local Plan Review will help to limit increases in both energy consumption and GHG emissions in the Borough and it is a key objective of the Local Plan Review to reduce the Borough's carbon footprint. In particular, the significant majority of new sites have excellent access to bus, rail, walking and cycling links that will encourage more sustainable and efficient movement that limits GHG emissions associated with road vehicles. Residents of Ipswich typically have a lower carbon footprint per capita than the England average (3.7 tonnes carbon per year for Ipswich vs 6 tonnes carbon per year average for England). Green Infrastructure will be protected in many places throughout the Borough, and this will provide a carbon capture and storage service. Policies in the Local Plan Review encourages new residential development to be relatively energy efficient and encourages non-residential development of 500sqm or more to perform well against BREEAM, as well as a requirement for new residential builds to have a 19% improvement in the reduction of carbon dioxide emissions above the Target Emission Rate of the 2013 edition of the 2010 Building Regulations.

Policy DM2 sets out standards for decentralised renewable and low carbon energy, with large non-residential developments, and residential developments of more than 10 dwellings or residential or non-residential development in excess of 1000sqm, being expected to source at least 15% of their energy from decentralised and renewable or low-carbon sources.

Overall however, the Plan would deliver several thousand new homes and facilitate significant economic growth. This would be expected to lead to some increase in energy consumption, the majority of which would be non-renewable energy. There would also be some degree of increase in local transport movements. Cumulatively and synergistically, the Plan would be expected to contribute towards a net increase in GHG emissions and energy consumption.

Recommendation: Adapting to and addressing climate change is a particularly urgent challenge for the East of England, which is considered to be highly vulnerable to the effects of climate change and where a high level of future development is planned, and subsequently high carbon emissions are likely. There should be a

<i>strategic approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.</i>			
SA Objective 11 - To reduce vulnerability to climatic events and flooding			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	-
<p>Cumulative effects of the Local Plan Review: Coursing through the centre of Ipswich are the River Orwell and the River Gipping, associated with which are EA Flood Zones 2 and 3. Additionally, throughout the Borough are areas of medium and high surface water flood risk (SWFR). The Plan distributes much of the desired development in locations where flood risk is not a concern. However, this was clearly not feasible for all sites and, particularly for those in the centre of Ipswich, some sites allocated for development are at a high risk of fluvial or surface water flooding.</p> <p>Some of the policies put forward in the Local Plan Review, including Policy DM4: Development and Flood Risk, will help to minimise the extent of flood risk face by workers and residents at these sites, such as due to the incorporation of SuDS within development proposals. Furthermore, Policy CS18 makes clear that the provision of strategic flood defence infrastructure is a key component of the final draft local plan, delivered through the Ipswich Flood Defence Management Strategy, and integral to ensuring the proposed development can take place.</p> <p>However, it is expected that the Plan would lead to an increase in the number of residents and employees living and working in Flood Zones 2 and 3, as well as areas of high SWFR. Whilst the proposed mitigation measures and the defence strategy will help to minimise this, it will not be feasible to counter all the risk. It should be noted that the Development and Flood Risk SPD (2016) established that sites in the Borough are safe in terms of flood risk.</p> <p><i>Recommendation: GI should be incorporated into new developments through a strategic approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. Where there are areas of high SWFR within site perimeters, development should seek to avoid these through a careful layout.</i></p>			
SA Objective 12 - To safeguard the integrity of the coast and estuaries			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	+
<p>Cumulative effects of the Local Plan Review: None of the proposals in the Local Plan Review would be expected to result in adverse impacts on the coast and estuaries. In addition, protection and enhancement is given to the Stour and Orwell Estuaries SPA through Policy CS4.</p>			
SA Objective 13 - To conserve and enhance biodiversity and geodiversity			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-
<p>Cumulative effects of the Local Plan Review: The significant majority of sites allocated for development in the Plan will provide an opportunity to enhance the local biodiversity value, primarily due to the provision of GI and new habitats in currently brownfield locations of limited biodiversity value.</p> <p>However, in some cases, and most notably within the large Garden Suburb, there could be an adverse impact on priority species and habitats due to the presence of agricultural land. The Garden Suburb would be expected to result in the loss of a significant quantity of greenfield, although the planned inclusion of a country park and other green infrastructure elements will help to counter this. In addition, as much of the site is regularly ploughed arable farmland, there is scope to enhance biodiversity through the creation of new landscape and green infrastructure features as identified in the Ipswich Garden Suburb SPD.</p> <p>Some sites allocated for development are adjacent to County Wildlife Sites, most commonly the River Gipping wildlife site, and adverse effects may arise from both the construction and occupation phases of development. Various policies set out in the Plan would seek to ensure that overall biodiversity in the Borough is protected and enhanced over the Plan period, including Policy CS4 which safeguards biodiversity assets as well as Policies DM8, DM9 and DM10 which protect the natural environment, trees and hedgerow as well as green corridors.</p> <p>The March 2020 Air Quality Assessment has identified potential effects on the following biodiversity designations as a result of new air pollution arising over the Plan period:</p> <ul style="list-style-type: none"> • Orwell Estuary SSSI; • Stour and Orwell Estuaries SPA; • Stour and Orwell Estuaries Ramsar; • Bridge Wood LNR; • Valley Road LWS; and • Felixstowe LWS. <p>Should rates of atmospheric nitrogen deposition exceed the critical loads of these sensitive designations their functioning could potentially be at risk. However, considering impacts on annual mean NO_x concentrations at designated habitat sites by comparing the baseline year (2017), it is evident that the number of designated sites experiencing an exceedance above the critical level of 30µg/m³ reduces considerably from 17 sites (2017), to nine sites by 2026 and then to eight sites by 2036. This trend is in the absence of targeted mitigation and is likely to be linked to improvements in vehicular emissions standards (for vehicles burning</p>			

fossil fuels) and a predicted shift towards use of low emissions vehicles. In accordance with DMRB guidance LA 105⁸ there would be no significant effect on a European biodiversity designation as a result of air pollution. Cumulatively and synergistically, it is considered to be likely that the Plan would have an increase in air pollution at the European sites as a result of the plan, but as these effects are not considered significant, the overall effect is considered to be minor adverse impact on this SA Objective. This conclusion is based on a worst-case scenario i.e. without mitigation being in place. It is expected that development would conform with Policy CS20, within which the Council have committed to a Transport Mitigation Strategy, which would further reduce the potential magnitude of an effect.

The HRA of the Local Plan Review incorporating the Main Modifications has concluded that “adverse effects on integrity, alone or in-combination are ruled out for all European sites as a result of the Plan at Main Modifications”.

Recommendation: GI throughout the Borough should be joined in a coherent network that enables the movement of wildlife through the network and into or out of the Borough freely with minimal blocking off by roads or the built form. Best efforts should be made to ensure that the tree canopy in Ipswich increases over the Plan period, which can only be achieved by ensuring new developments include the provision of new GI that is in part comprised of tree planting. GI should be comprised of a diverse range of native species capable of supporting a diverse range of wildlife, including insects. Blue infrastructure such as wildlife rich ponds and streams should be protected and enhanced within the GI network. Measures should be adopted by the Council to help minimise air pollution associated with transport movements caused by the Plan and, specifically, minimises atmospheric nitrogen deposition at sensitive habitats.

SA Objective 14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	+

Cumulative effects of the Local Plan Review: Adverse effects on the historic environment or sensitive heritage assets are considered to be highly unlikely in most cases. This is because the significant majority of sites allocated for development in the Borough are on previously developed brownfield sites, many of which are vacant or derelict plots that are visually unattractive and currently have a negative impact on the local character and setting. Notwithstanding this, these sites may still have archaeological interest which needs to be appropriately assessed and may be within proximity to Listed Buildings, Conservation Areas and other heritage assets. As such, development here is an opportunity to improve the site’s contribution to the local character and positively enhance the setting of any nearby heritage assets. Additionally, the centre of Ipswich has swathes of archaeological interest relating to a Saxon settlement. Development in these locations will often be a chance to conduct investigation into the presence of known and unknown archaeological assets. Various policies are also proposed in the Plan to inform the strategy and guide development in a manner that will protect and enhance the historic environment, including Policy CS4: Protecting our Assets, Policy DM13: Built Heritage and Conservation and Policy DM14: Archaeology.

Recommendation: Given the historic character of Ipswich and the range of Listed Buildings and other assets, much of the proposed development is in proximity to sensitive assets and areas. In each case, efforts should be made to ensure that, as per the site sheets, the site makes a positive contribution to the local character and setting through a careful layout, high-quality design, and the incorporation of GI.

SA Objective 15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-

Cumulative effects of the Local Plan Review: As the majority of sites are previously developed brownfields in urban locations, and are frequently vacant or derelict, it is likely that most new development delivered through the Plan will make a positive contribution to the local townscape character. Various strategy and development management policies are also designed to ensure that new development is situate where it is in-keeping with the existing setting and nearby uses. No adverse effects on an AONB have been identified. However, in a limited number of cases and most notably with the Garden Suburb and potentially the Humber Doucy allocation, adverse effects on character are considered to be likely. This is due to the loss of large greenfield sites and their replacement with the built form, although measures included in the Garden Suburb SPD, such as the country park and other green infrastructure elements, will help to limit adverse effects on character. It is expected that DM policies will help to ensure development is of a high-quality design with GI incorporated and this will help to limited adverse effects.

Recommendation: High-quality GI comprised of a diverse range of native species, including mature trees, should be incorporated into development that might alter the local character. Best efforts should be made to ensure development is of a design, scale and type appropriate to the area as much as is feasible. In some development proposals, particularly at the Garden Suburb, it may be achievable to adopt innovative mitigation measures that help to screen the built form, such as by focussing the built form in dipped locations, whilst providing attractive GI in more prominent locations.

SA Objective 16 - To achieve sustainable levels of prosperity and growth throughout the plan area

⁸ Available at: <https://www.standardsforhighways.co.uk/prod/attachments/10191621-07df-44a3-892e-c1d5c7a28d90?inline=true> [Accessed: 05/07/21]

Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: The Local Plan Review would be expected to make a major positive contribution towards sustainable economic growth and prosperity in Ipswich. This is primary because the quantity of land allocated for employment uses would facilitate the anticipated growth in jobs. Additionally, the distribution of development will help to ensure jobs are highly accessible for residents and businesses are accessible to customers. The provision of new and enhanced digital infrastructure will help to enable local businesses to compete in national and international markets whilst supporting a transition to more internet-based companies.			
SA Objective 17 - To maintain and enhance the vitality and viability of town and retail centres			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: Town and retail centres throughout Ipswich would be expected to receive a major boost to their viability and vibrancy over the Plan period due to proposals in the Plan. The support and creation of new jobs would make a direct contribution to their competitiveness. Various DM policies would help to ensure development of particular types and scale are located appropriately to support the competitiveness of centres. The regeneration and rejuvenation of derelict or run-down sites, and various other policies that would enhance the attractiveness and appeal of central areas, will contribute towards and increased footfall in these areas. This is particularly so due to their excellent accessibility via walking, cycling, bus and train.			
SA Objective 18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: The Local Plan Review would be expected to help ensure that residents and workers in Ipswich are able to move efficiently and relatively sustainably. Residents will be in proximity to services and facilities and so will rarely need to travel long distances. It is likely that they will be able to walk or cycle to most locations, whilst excellent access to bus and rail links will offer alternative sustainable modes of transport. <i>Recommendation: Residents and employees may be less willing to walk or cycle if their route is deemed unsafe. It is recommended that where pedestrian and cycling links are provided, careful consideration should be given to the safety of these routes, such as by not restricting cycle lanes to narrow strips on busy roads. High quality, attractive and safe routes, that could frequently tie in with the GI network, would encourage good rates of cycling and walking.</i>			
SA Objective 19 - To ensure that the digital infrastructure available meets the needs of current and future generations			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: It is considered to be likely that, overall, the Plan would facilitate a significant enhancement to residents and workers' access to digital infrastructure. Most new residents will be situated in urban and central locations where such access is very good and where the enhancement of infrastructure would benefit large numbers of people. New infrastructure would be provided through Policy DM34 on the delivery and expansion of the network and many development proposals include the requirement for superfast broadband to be incorporated.			

4.3 Transboundary cumulative effects

Some of the development proposed in the Ipswich Plan is near the Borough's boundary, on the other side of which are, on occasion, sites being considered for development in neighbouring authorities. The following plans were factored into the cumulative effects assessment:

- Babergh and Mid Suffolk District Council – Joint Local Plan; and
- Suffolk Coastal Local Plan Review.

The Suffolk Coastal Local Plan Review was adopted in September 2020. The Babergh and Mid Suffolk Joint Local Plan has been submitted to the Secretary of State, and Examination Hearings are due to take place in September 2021.

The Babergh and Mid Suffolk Joint Local Plan (Preferred Options, Reg 19), has identified the following residential and employment sites adjacent to the north and western perimeters of Ipswich:

- LA001 – Land east of Norwich Road, Barham, 10.6ha for 325 dwellings;
- LA002 – Land east of the Street, Bramford, 24.9ha for 270 dwellings;
- LA003 – Land east of the Street, Bramford, 6.2ha for 75 dwellings;

- LA005 - 6 Acre Field, Belstead, 1.1ha for 14 dwellings;
- LA006 – Land south of Fitzgerald Road, Bramford, 4.18ha for 100 dwellings;
- LA007 – Land east of The Street, Bramford, 9.3ha for 195 dwellings;
- LA008 – Land south east of Back lane, Copdock and Washbrook, 13ha for 226 dwellings;
- LA009 - Land south west of London Road, Copdock and Washbrook, 0.8ha for 12 dwellings;
- LA010 - Land south of Chalk Hill Lane and West of Hood Drive, Great Blakenham, 0.7ha for 8 dwellings;
- LA012 - Land north of Burstall Lane and west of B1113, Sproughton, 10.6ha for 105 dwellings;
- LA013 – Land north of the A1071, Sproughton, 47.6ha for 800 dwellings;
- LA014 – Land at Poplar Lane, Sproughton, 12ha for 475 dwellings and 4ha of employment land;
- LA016 – Land West of Bourne Hill, Wherstead, 8.25ha for 75 dwellings;
- LA018 – Former Sugar Beet Site, Sproughton, 50ha for Class E uses;
- LA102 – Land west of Old Norwich Road, Whitton, 10ha for 190 dwellings;
- LA107 – Land east of the Street, Bramford, 2.1ha for 14 dwellings;
- LA116 - Poplar Lane (east of Loraine Way, Sproughton), 3.4ha for 50 dwellings; and
- LA119 - Land north of Pesthouse Lane, Barham, 1.7ha for 20 dwellings.

This equates to a total of 1,757 dwellings in Babergh, 1,192 dwellings in Mid Suffolk, and therefore 2,949 dwellings in both authorities.

The following sites are allocated in the adopted Suffolk Coastal Local Plan Review and has therefore be included in the cumulative effects assessment:

- SCLP12.19: Brightwell Lakes, approximately 113ha of land for 2,000 dwellings and associated infrastructure (DC/17/1435/OUT)
- SCLP12.20: Land at Felixstowe Road, Nacton, 22.5ha of land for B1 and B2 employment;
- SCLP12.21: Ransomes, Nacton Heath, 30ha of land for B1, B2 and B8 employment;
- SCLP12.24: Land at Humber Doucy Lane, approximately 10ha for 150 dwellings;
- SCLP12.25: Suffolk Police HQ, Portal Avenue, Martlesham, 10.7ha of land for 300 dwellings; and
- SCLP12.23: Land off Lower Road and Westerfield Road, at least 24.5ha of country park in association with Ipswich Garden Suburb.

This equates to a total of 2,450 dwellings.

The results of the cumulative effects assessment of proposals in the Local Plan Review in combination with the above listed sites in neighbouring authorities is presented in Table 8.

Table 8: Cumulative and synergistic effects of proposals in the Plan with development planned in neighbouring authorities

SA Objective 1 - To reduce poverty and social exclusion			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	+
<p>Cumulative effects of the Local Plan Review: Sites currently being considered (i.e. through the Draft Local Plan) for development in the Babergh and Mid Suffolk Plan would see approximately 1,430 new homes near Ipswich's south-western perimeter in proximity to Sproughton, as well as new employment land. Development currently planned near Westerfield in the Suffolk Coastal Local Plan, as well as near Humber Doucy Lane, would also see the development of another 150 homes.</p> <p>In each case, the planned development in neighbouring authorities is in proximity to residential sites currently allocated in the Ipswich Plan, including the Ipswich Garden Suburb (Policy CS10) and the Humber Doucy Lane allocation (Policy ISPA4).</p> <p>It is considered to be likely that, cumulatively and synergistically, the development proposed in each authority would help to situate new residents in proximity to other residents and within coherent communities that also have excellent access to jobs and services and will thus combine to help combat the risk of social exclusion.</p>			

<i>Recommendation: When determining the accessibility of services, facilities and jobs for new residents, the development planned in neighbouring authorities should be considered. Cross-boundary efforts to ensure residents are able to move freely to access services and facilities in settlements or neighbourhoods, as well as jobs, such as via pedestrian or cycle routes, just outside the Borough border would help to combat exclusion and poverty.</i>			
SA Objective 2 - To meet the housing requirements of the whole community			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: It is considered to be likely that districts neighbouring Ipswich will have enough land to accommodate enough housing to satisfy their respective needs, as indicated by their emerging Local Plans and SHELAAs.			
<i>Recommendation: Cross-boundary cooperation may be needed to ensure there is adequate affordable housing provision on a settlement by settlement basis.</i>			
SA Objective 3 - To improve the health of the population overall and reduce health inequalities			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	+
Cumulative effects of the Local Plan Review: It is considered to be likely that development in neighbouring authorities would help to establish coherent communities that benefit the mental wellbeing of residents. In some cases, it is unclear if new residents in sites in neighbouring authorities would rely on health services such as GP surgeries or hospitals in Ipswich.			
SCLP12.23 in East Suffolk includes the provision of 24.5ha of open space which will help to ensure residents of Ipswich Garden Suburb have good access to open and green spaces as well as a diverse range of natural habitats.			
The proposed development in Humber Doucy Lane area (Policy ISPA4) would be expected to result in the loss of greenfield land and open spaces, that may reduce local residents' access to such spaces. The proposed development at site SCLP12.24 in East Suffolk may exacerbate this impact.			
<i>Recommendation: Residents in Ipswich sites that are in proximity to sites in neighbouring authorities should be provided with opportunities to engage with their local community and to socialise with neighbours. This may require carefully planned pedestrian and cycle routes into neighbourhoods in Mid Suffolk, Babergh or East Suffolk districts.</i>			
SA Objective 4 - To improve the quality of where people live and work			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-
Cumulative effects of the Local Plan Review: Cumulatively, a large quantity of development is being considered in proximity to Ipswich. In some cases, this could be a source of noise, air and light pollution as a result of the extensive construction works and the increase in road traffic from new residents.			
Sites in neighbouring authorities would also result in a reduction in greenspaces and vegetation that currently contribute towards high visual attractiveness and amenity in the local area. Conversely, a potential impact of nearby development in neighbouring authorities may be that new infrastructure to the area and high-quality GI networks is more viable. It is uncertain the impact these sites would have in combination on safety or crime – the larger increase in local residents may potentially increase the scope for crime to occur or could potentially enable higher rates of natural surveillance that alleviate the risk of crime.			
<i>Recommendation: Development should be designed in a manner that enables high rates of natural surveillance to reduce the risk of crime. The provision of GI throughout new developments can help to filter out air pollutants and provide a screen from light pollution.</i>			
SA Objective 5 - To improve levels of education and skills in the population overall			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	++
Cumulative effects of the Local Plan Review: It is expected that new development in the area would be accompanied by the provision of new schools and school places in line with the level of need. Sites and policies of Plans in neighbouring authorities explicitly refer to the delivery of new schools as well as contributions towards schools. New residents here would therefore have good access to nearby school places.			
<i>Recommendation: Where new facilities or expanded facilities are required, these should be accessible via walking, cycling and other sustainable travel modes for residents in neighbouring authorities relying on these schools.</i>			
SA Objective 6 - To conserve and enhance water quality and resources			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	P	-
Cumulative effects of the Local Plan Review: Some of the sites currently allocated for development in neighbouring authorities are adjacent to waterbodies that sites in Ipswich are also adjacent to, including the River Gipping and small ponds and streams near Humber Doucy Lane. All of the development in these locations pose a cumulative risk to the quality of water, such as due to altered surface runoff rates or contamination during the construction phase. It is also expected that all sites in combination would result in a net increase in water consumption across the ISPA.			
<i>Recommendation: Best efforts will be needed to avoid contamination of the River Gipping. Requiring development on a site by site basis to manage this risk may not adequately account for the cumulative risk of</i>			

<i>all sites in combination. SuDS and GI should be incorporated into the development of sites in Ipswich, preferably in a coherent network that also integrates with the network in neighbouring authorities to maximise its water protection service.</i>			
SA Objective 7 - To maintain and where possible improve air quality			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	P	-
<p>Cumulative effects of the Local Plan Review: It is considered to be likely that development proposed in neighbouring authorities would cumulatively result in a net increase in air pollution in the local area, largely as a result of increases in local road traffic. Sites in East Suffolk generally have good access to railway stations and bus links, but sites in Babergh and Mid Suffolk are somewhat more isolated from sustainable transport links whilst having excellent access to the strategic road network.</p> <p><i>Recommendation: Consideration should be given to the accessibility and capacity of public transport links following the proposed development in Ipswich as well as neighbouring authorities. Electric car charging points should be provided for in Ipswich that can be used by those driving from neighbouring authorities into Ipswich. Green infrastructure should be incorporated into development in a manner that helps to filter out air pollutants, particularly in locations where traffic and congestion may be most liable to be exacerbated by all sites in combination and preferably in a coherent network with GI in neighbouring authorities that maximises its air filtering service.</i></p>			
SA Objective 8 - To conserve and enhance soil and mineral resources			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	P	-
<p>Cumulative effects of the Local Plan Review: Development proposed in neighbouring authorities in combination with that which is proposed for Ipswich would be expected to result in a permanent net loss of soils across the ISPA. In particular, soils in the region of the proposed Ipswich Garden Suburb in combination with development planned near Westerfield in East Suffolk would be adversely impacted with large-scale excavation, erosion and compaction likely with contamination also a risk. Similar effects, but to a lesser extent, would be expected as a result of development in the Humber Doucy Lane area.</p> <p><i>Recommendation: Sustainable soil management practices should be adopted during the construction phase of development to minimise rates of excavation, erosion and compaction and to reduce the risk of contamination. Where feasible, excavated soils should be reused. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments would help to protect and enhance the quality of soil fertility and structure underneath.</i></p>			
SA Objective 9 - To promote the sustainable management of waste			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	P	-
<p>Cumulative effects of the Local Plan Review: It is expected that development in Ipswich, in combination with development planned in neighbouring authorities, would result in a net increase in waste sent to landfill or incineration. It is uncertain the extent to which development in neighbouring authorities would provide the opportunities to reuse existing materials or buildings. There is a risk, although this is largely uncertain, that the large quantity of development proposed for the Ipswich Garden Suburb and in East Suffolk near Westerfield could cause issues related to the capacity of waste services.</p> <p><i>Recommendation: All new businesses and residents should have good access to opportunities for recycling household and business waste. Where feasible, low impact, recycled and reused materials should be encouraged as much as possible.</i></p>			
SA Objective 10 - To reduce emissions of greenhouse gases from energy consumption			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	P	-
<p>Cumulative effects of the Local Plan Review: Development proposed across the ISPA would cumulatively lead to a major increase in GHG emissions as a result of the construction and occupation of the large number of homes and businesses and the subsequent increase in traffic likely associated with this. Development near Westerfield and in the Ipswich Garden Suburb would have good access to Westerfield Railway Station. Access to bus links is currently poor but it is expected new bus links would be provided within the new suburb. Given the provision of services and facilities within the Garden Suburb, most new residents in this region would be able to walk and cycle to access these. Development near Humber Doucy Lane as well as that near Sproughton could potentially be more isolated from services and facilities whilst also having limited access to public transport modes.</p> <p><i>Recommendation: New and existing residents should be provided with good access to bus, rail, cycle and walking routes, ideally within 500m of a bus stop with frequent services and within 2km of a railway station. Public transport modes should provide good access to areas throughout and beyond the Borough. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments would help to provide a carbon capture and storage service. This GI network should also provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement.</i></p>			
SA Objective 11 - To reduce vulnerability to climatic events and flooding			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	-

Cumulative effects of the Local Plan Review: Development in neighbouring authorities could potentially lead to the loss of GI and tree canopy that reduces the natural climate cooling service provided by tree canopy and GI cover across the strategic planning area.			
<i>Recommendation: A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments and that leads to an overall increase in the tree canopy coverage would help to protect and enhance the climate cooling service.</i>			
SA Objective 12 - To safeguard the integrity of the coast and estuaries			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	O
Cumulative effects of the Local Plan Review: Development in neighbouring authorities would not be expected to have a cumulative impact on coasts or estuaries, including the Stour and Orwell Estuary.			
SA Objective 13 - To conserve and enhance biodiversity and geodiversity			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-
Cumulative effects of the Local Plan Review: Development in Ipswich will predominantly be an opportunity to enhance the biodiversity value of sites, given their brownfield and often derelict status. Development in neighbouring authorities will more commonly be on greenfield land that results in the loss of habitats and could affect priority species. The Humber Doucy Lane allocation, in combination with the Humber Doucy Lane site in East Suffolk (SCLP12.24) would result in the loss of valuable greenfield land and potentially priority habitats in that area. The Ipswich Garden Suburb, in combination with sites allocated for development near Westerfield, would result in the loss of a large quantity of greenfield land in the area and could pose a risk to local protected species if identified through appropriate surveys. Cumulatively, development across the ISPA would facilitate a large population growth. The increase in local residents and workers would be expected to increase the pressure on local nature reserves, wildlife sites, woodland and other green spaces due to the increased visitor pressure and footfall.			
<i>Recommendation: Appropriate ecological surveys of sites should be carried out prior to development to establish the presence of protected species and habitats. Sites should be considered for the extent to which they contain land functionally linked with habitats outside the Borough.</i>			
<i>A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments and that is also designed to permit the movement of wildlife through high-quality and semi-natural corridors and steppingstones would help to protect and enhance biodiversity in and around Ipswich.</i>			
SA Objective 14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	O
Cumulative effects of the Local Plan Review: Cumulative and synergistic effects on the historic environment, caused by development in neighbouring authorities in combination with development in Ipswich, are considered to be unlikely.			
SA Objective 15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	M	R	-
Cumulative effects of the Local Plan Review: Development in neighbouring authorities would be expected to have a cumulative impact on the character of the local landscape, including near Humber Doucy Lane, north of Ipswich Garden Suburb and near Sproughton. This is primarily due to the conversion of visually attractive greenfield land containing green landscape features being converted to the urban built form. Cumulative and synergistic effects on the AONB would not be expected.			
<i>Recommendation: Development near the perimeter of neighbouring authorities and development planned there should seek to adopt a high-quality design and appropriate architecture, with GI incorporated throughout the development, to minimise adverse effects on the local character. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species that is incorporated into developments and that is also designed to be visually attractive and links with the natural landscape should be sought.</i>			
SA Objective 16 - To achieve sustainable levels of prosperity and growth throughout the plan area			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++
Cumulative effects of the Local Plan Review: It is expected that development proposed in Ipswich and neighbouring authorities would help to provide a major boost to local prosperity and growth. It is expected that new residential development in neighbouring authorities would help to increase footfall in central and shopping areas of Ipswich. The creation of employment land in neighbouring authorities would also provide residents of Ipswich with new employment opportunities that are in accessible locations.			
SA Objective 17 - To maintain and enhance the vitality and viability of town and retail centres			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	++

Cumulative effects of the Local Plan Review: It is expected that development proposed in Ipswich and neighbouring authorities would help to provide a major boost to central areas in Ipswich, including shopping, retail, tourism, culture and leisure industries. Ipswich town centre is highly permeable and accessible via various modes for residents in neighbouring authorities and they will be likely to visit Ipswich and its central locations regularly, increasing footfall in these locations and helping to ensure they are viable, vital and prosperous.			
SA Objective 18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	+
Cumulative effects of the Local Plan Review: Development near Westerfield and in the Ipswich Garden Suburb has good access to Westerfield Railway Station. Access to bus links is currently poor but it is expected new bus links would be provided within the new suburb. Given the provision of services and facilities within the Garden Suburb, most new residents in this region will be able to walk and cycle to access these. Development near Humber Doucy Lane as well as that near Sproughton could potentially be more isolated from services and facilities whilst also having limited access to public transport modes. <i>Recommendation: A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species should be incorporated into developments to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement. Residents should have good access to frequent bus services, preferably within 500m of their home, and would ideally be within 2km of a railway station. It is likely that residents near Sproughton will rely on Ipswich Railway Station, and residents near Humber Doucy Lane will rely on Derby Road or Westerfield railway stations, within Ipswich and so good pedestrian, cycling and bus links between these areas is required.</i>			
SA Objective 19 - To ensure that the digital infrastructure available meets the needs of current and future generations			
Duration of effect	Uncertainty	Reversibility	Overall score
S-LT	L	R	+
Cumulative effects of the Local Plan Review: With sites in Ipswich in proximity to sites in neighbouring authorities, new digital infrastructure delivered in the area has the potential to benefit larger numbers of residents. The greater quantity of development near Sproughton, Westerfield and the Humber Doucy Lane area may also make delivering new digital infrastructure, or enhancing existing infrastructure, in these locations more viable. <i>Recommendation: Newly delivered or enhanced digital infrastructure should be able to provide high speed or full fibre internet speeds to nearby residents and able to adapt to future technologies such as the provision of 5G. Given the large quantity of development in some locations, particularly near the proposed Garden Suburb and Westerfield, the local digital infrastructure will need to have a large capacity.</i>			

4.4 Monitoring

Uncertainty and assumptions are inherent features of the SA process and it is possible that unforeseen effects of the Plan come to fruition. It is also possible that measures designed to avoid, mitigate or enhance effects are less effective than anticipated. It is therefore appropriate to monitor the effects of the Plan post-adoption. This SA Addendum proposes a Monitoring Framework which is an update of that presented in the Regulation 19 SA Report. If followed, the Monitoring Framework would enable the Council to monitor the sustainability performance of the Local Plan Review in relation to the performance that has been predicted and evaluated. In so doing, the Council would be well placed to take appropriate measures to rectify any unforeseen negative effects at an early stage.

The Monitoring Framework proposed in Table 9 provides a range of indicators, and potential sources of data, for monitoring. It is anticipated that this monitoring would be incorporated into the Council's existing Plan-monitoring, such as through their Authority Monitoring Report (AMR).

A Monitoring Framework is proposed to measure the performance of the Local Plan Review against defined indicators. Indicators in the Monitoring Framework have been developed based on:

- The objectives, targets and indicators that were developed for the SA Framework;
- Features of the baseline that will indicate the effects of the plan;
- The likely significant effects that were identified during the assessment; and
- The mitigation measures that were proposed to offset or reduce significant adverse effects.

The Monitoring Framework has been re-considered following the incorporation of the Main Modifications, however, no significant changes have been made.

Table 9: Proposed Monitoring Framework

SA Objective	Effect to be monitored	Indicators	Data source	Frequency
1 - To reduce poverty and social exclusion	<ul style="list-style-type: none"> Inequality Rates of poverty 	<ol style="list-style-type: none"> Proportion of population who live in wards that rank within the 10% most deprived in the country: Reduce the number of wards with LSOAs in the bottom 10% most deprived 	<ol style="list-style-type: none"> Index of Multiple Deprivation 	Every three years
2 - To meet the housing requirements of the whole community	<ul style="list-style-type: none"> Ensure housing growth meets demand in the IHMA Deliver a mix of high-quality housing to meet local needs Address homelessness 	<ol style="list-style-type: none"> Affordable housing provision In Ipswich and at the Garden Suburb Living environment deprivation: To improve Ipswich's rank for living environment deprivation Number of housing completions: To meet local need 	<ol style="list-style-type: none"> Development management IBC Index of Multiple Deprivation Rough Sleeping Statistics, England https://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness 	Every three years
3 - To improve the health of the population overall and reduce health inequalities	<ul style="list-style-type: none"> Promote healthier lifestyles Tackle health inequalities 	<ol style="list-style-type: none"> Number of wards in the bottom 10% most deprived: Reduce the number of wards with LSOAs in the bottom 10% most deprived % of physically active adults Area of open space created through new development: To increase provision 	<ol style="list-style-type: none"> Index of Multiple Deprivation Public Health England (https://fingertips.phe.org.uk/) Development management IBC 	Every three years
4 - To improve the quality of where people live and work	<ul style="list-style-type: none"> Reduce anti-social behaviour and crime 	<ol style="list-style-type: none"> Recorded crime per 1,000 population: To tie in with Police targets relating to reducing crime levels by 2031 	<ol style="list-style-type: none"> Office for National Statistics data https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/recordedcrimedatathatcommunitysafetypartnershiplocalauthoritylevel/current 	Annual
5 - To improve levels of education and skills in the population overall	<ul style="list-style-type: none"> Raising educational attainment Raising skills levels 	<ol style="list-style-type: none"> Average Attainment 8 scores for Key Stage 2 students in Suffolk Proportion of the population aged 16-64 with no qualifications 	<ol style="list-style-type: none"> National statistics data for Revised GCSE and equivalent results https://www.gov.uk/government/statistics/ Local Government Association data https://lginform.local.gov.uk/reports/ 	Annual
6 - To conserve and enhance water quality and resources	<ul style="list-style-type: none"> Protection and enhancement of water quality Provision of adequate water supply infrastructure to meet demand arising from new development 	<ol style="list-style-type: none"> Daily domestic water use (per capita consumption, litres): Number of new homes meeting standard of 110 litres/person/day Water resource availability Proportion of the Gipping's surface waters in good ecological and good chemical status 	<ol style="list-style-type: none"> Development management IBC (annually) Water Resource Management Plans for the area (five years) Environment Agency data https://environment.data.gov.uk 	Annual/ Every five years

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SA Objective	Effect to be monitored	Indicators	Data source	Frequency
7 - To maintain and where possible improve air quality	<ul style="list-style-type: none"> Protection and enhancement of air quality Protection of those most at risk of poor health related to poor air quality 	<ol style="list-style-type: none"> Number and distribution of AQMAs: No new AQMAs to be designated in the Borough Quantity of residents living in or within 200m of AQMAs 	<ol style="list-style-type: none"> Development management IBC Development management IBC 	Every three years
8 - To conserve and enhance soil and mineral resources	<ul style="list-style-type: none"> Remediation of contaminated sites and avoidance of further contamination Protection of Best and Most Versatile agricultural land Protection and enhancement of soil quality 	<ol style="list-style-type: none"> Area of contaminated land returned to beneficial use: Target to be established (Ipswich Borough Council). Density of new residential development Percentage of development on previously developed land Quantity of BMV soils developed on 	<ol style="list-style-type: none"> Development management IBC Development management IBC Development management IBC Development management IBC using data from DEFRA at magic.defra.gov.uk/MagicMap 	Every three years
9 - To promote the sustainable management of waste	<ul style="list-style-type: none"> Promotion of resource efficiency through sustainable design and construction Management of waste arising in accordance with the waste hierarchy 	<ol style="list-style-type: none"> Total household waste collected and total household waste sent for recycling 	<ol style="list-style-type: none"> National statistics Local authority collected and household waste statistics https://data.gov.uk/ 	As frequently as the data is available
10 - To reduce emissions of greenhouse gases from energy consumption	<ul style="list-style-type: none"> Reduction of emissions of carbon dioxide (CO₂) and other GHGs 	<ol style="list-style-type: none"> Grand total carbon emissions and average per capita CO₂ emissions in Ipswich 	<ol style="list-style-type: none"> National statistics Emissions of carbon dioxide for Local Authority Areas https://data.gov.uk/ 	Annual
11 - To reduce vulnerability to climatic events and flooding	<ul style="list-style-type: none"> Protection of flood plains Adaptation to the effects of climate change e.g. extreme weather, sea level rise. Promotion of sustainable drainage systems 	<ol style="list-style-type: none"> Agency advice: No planning applications permitted contrary to Environment Agency advice on flooding (Ipswich Borough Council) Percentage of developments incorporating SuDS Tree canopy change over the Plan period 	<ol style="list-style-type: none"> Development management IBC Development management IBC Corporate Mapping IBC 	Every three years
12 - To safeguard the integrity of the coast and estuaries	<ul style="list-style-type: none"> Protect existing properties and other land uses on the coast and estuaries 	<ol style="list-style-type: none"> Flood and Coastal Erosion Risk Management: Efficacy of the tidal surge barrier (Environment Agency). 	<ol style="list-style-type: none"> Environment Agency 	Every three years
13 - To conserve and enhance biodiversity and geodiversity	<ul style="list-style-type: none"> Protection and enhancement/creation of new biodiversity/habitat Protection and enhancement/creation of new green infrastructure provision Protection of species at risk Increasing canopy cover Protection and enhancement of European sites 	<ol style="list-style-type: none"> Extent and condition of key habitats for which Biodiversity Action Plans have been established: To maintain / enhance condition of BAP habitats. Net change in extent of protected habitat: No net loss of area of protected habitat. To increase the tree canopy cover in the borough to 22% by 2050 (Ipswich Borough Council). Canopy cover: net increase overall 	<ol style="list-style-type: none"> Planning Policy IBC Planning Policy IBC Corporate Mapping IBC 	Annual
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	<ul style="list-style-type: none"> Conservation and enhancement of the IHMA's cultural heritage. Protection/enhancement of local character and distinctiveness. 	<ol style="list-style-type: none"> Number of heritage assets 'at risk': To reduce number of heritage assets 'at risk' (Ipswich Borough Council). Number of archaeological investigations carried out at development sites and notable finds 	<ol style="list-style-type: none"> Development management IBC Development management IBC 	Every five years

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SA Objective	Effect to be monitored	Indicators	Data source	Frequency
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	<ul style="list-style-type: none"> Conservation and enhancement of the IHMA's landscape character Protection/enhancement of character and views of AONB 	<ol style="list-style-type: none"> Quantity of development required to make a RAMS contribution (i.e. sites 13km of European protected sites) Quantity of greenfield land lost to development 	<ol style="list-style-type: none"> Development management IBC Development management IBC 	Every five years
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	<ul style="list-style-type: none"> Delivery of employment land that supports economic diversification and the creation of high quality, local jobs. Supporting the growth and development of existing businesses. Providing job opportunities in sustainable locations. Ensuring tourism growth is sustainable. 	<ol style="list-style-type: none"> Unemployment rate: To improve Ipswich's rank in the indices of multiple deprivation by 2031 for income and employment deprivation Employment development on employment land: To increase the amount of employment development on employment land each year. Average wage: To increase the average wage within Ipswich 	<ol style="list-style-type: none"> Index of Multiple Deprivation Annual Employment Land Availability Assessment (IBC) ONS data https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datalist?size=50&sortBy=r relevance 	Every three years
17 - To maintain and enhance the vitality and viability of town and retail centres	<ul style="list-style-type: none"> Enhancing town centres, district and local centres and villages. Improving the viability of Ipswich. 	<ol style="list-style-type: none"> Unemployment in Ipswich: To reduce the proportion of people unemployed in Ipswich No. / Percentage of vacant retail units: To reduce number of vacant units in defined centres 	<ol style="list-style-type: none"> ONS data Development management IBC 	Every three years
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	<ul style="list-style-type: none"> Reducing the need to travel, particularly by private motor car. Promotion of sustainable forms of transport including public transport, walking and cycling. 	<ol style="list-style-type: none"> Extent of the PRoW network and cycle paths: To increase the quantity and quality of pedestrian and cycle routes 	<ol style="list-style-type: none"> Highway Authority (Suffolk County Council) 	Every three years
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<ul style="list-style-type: none"> Provision of services through technology. Supporting the growth of the (digital) economy. Realising opportunities for social inclusion and reducing rural isolation. 	<ol style="list-style-type: none"> To improve average internet speeds in Ipswich and to increase the proportion of Ipswich's residents with access to high-speed and full fibre internet 	<ol style="list-style-type: none"> https://labs.thinkbroadband.com/local/index.php?area=E14000761 	Annual

4.5 Summary of the Main Modifications

This SA Addendum has provided further clarity on how the SA process accompanying the Ipswich Local Plan has satisfied the various requirements of SEA and SA and has made a meaningful contribution towards informing the plan-making process.

The Main Modification to the Local Plan Review have been primarily procedural changes, to ensure the Plan is effective in nature and accords with the NPPF. The Main modification also seek to ensure that policies within the Plan are clear and unambiguous.

Changes to many of the DM policies would be expected to result in positive improvements in relation to SA, even if the changes would not necessarily result in an improvement to the identified SA effect. Many of the DM policies have improved in SA effects.

The Main Modifications to the Site Allocations DPD are larger in nature and there are many new policies. The new policies provide further additional detail on the allocated sites. Detail on the site changes is set out in section 2.1.

As well as incorporating these changes and separating allocations into within the IP-One Area and outside the IP-One area, the Main Modifications to the SADPD provide further requirements of the development proposals at each site. The policies have also taken into consideration the recommendations set out in the Regulation 19 SA Report. As a result, some of the additional requirements have resulted in improvements to residual SA effects for site allocations, however, some residual effects have not changed because the requirements were already set out in the previous recommendations. Having these requirements set out in policy rather than as a recommendation ensures that the development proposal follows through and as such, the consequential benefits are more likely to occur.

Overall, the Main Modifications have resulted in greater benefits, even though the overall cumulative effects have not altered.

4.6 Next Steps

Once the Ipswich Local Plan 2018 – 2036 has been adopted, an SA Post Adoption Statement will be published. This statement will provide information on how the sustainability considerations have been incorporated into the Local Plan Review, how the SA consultation representations have been taken into account and an outline of the reasons for choosing the Local Plan Review as it has been adopted.

Appendix A

Schedule of Main Modifications – Core Strategy and Policies Development Plan Document Review

Appendix B

Schedule of the Main Modifications – Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document Review

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