

DRAFT CORE STRATEGY AND POLICIES FOCUSED REVIEW

FOREWORD

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

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

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

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

We would welcome any comments you might have on this document. Please can you ensure your comments are received by the Council by 5pm on Monday 10th March 2014 at the latest.

We appreciate that not everyone will want to read all the documentation and that some people would welcome the opportunity to discuss issues with Council officers. To find out more please see the Council's website or contact the Planning Policy team at the Council via the address on the front of this document.

Councillor Carole Jones

Portfolio Holder for Economic Development and Planning

October 2013

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CHAPTER 1: Introduction

1.1. What the Document Covers

- 1.2. This document is the Core Strategy and Policies development plan document for Ipswich. It forms part of the Ipswich Local **INSERTED: Plan DELETED: Development Framework**. It covers three areas of policy.
- Firstly it sets out a strategic vision and objectives to guide the development of the town (Chapter 6);
 - Secondly it promotes the spatial strategy for the development of the town over the next fifteen years through strategic policies (Chapter 8); and
 - Thirdly, it provides a suite of policies to control, manage and guide development across the Borough (Chapter 9).
- 1.3. It also includes two non-policy based areas. Firstly a section on the context to the whole document which explains, amongst other things, the planning system (Chapter 2), **DELETED: other regional INSERTED: the New Anglia Local Enterprise Partnership** and local documents of particular relevance (Chapters 3 and 4), and an explanation as to how all Ipswich's planning documents fit together (Chapter 1). It also paints a picture of Ipswich in terms of its geography, history and character and provides some facts about Ipswich as a place (Chapter 5). Secondly, there is a section on implementation, targets and monitoring proposals (Chapters 10, 11 and 12).
- 1.4. At the back of this document there are a limited number of appendices providing more detail to the policies, for example on open space standards.

1.5. How the document is structured

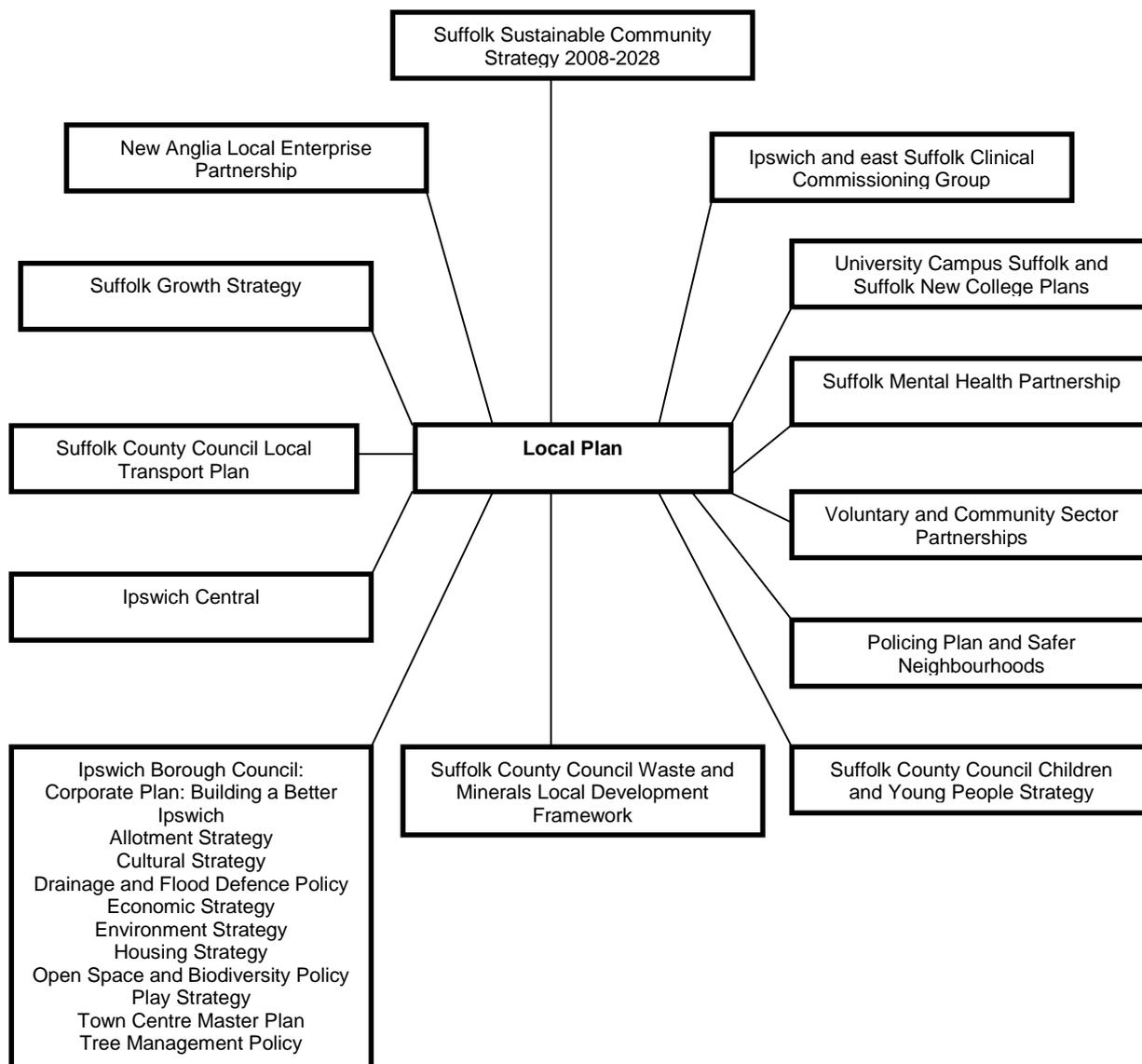
- 1.6. Each of the two main policy chapters (8 and 9) follows the same broad structure. In each case a policy is identified and then structured into the following sections:
- A short introduction to the issue;
 - The policy; and
 - A justification of that solution.

1.7 The purpose of the document

- 1.8 This document sets out the strategy for the future development of Ipswich to **INSERTED: 2031 DELETED: 2027**. It indicates broadly how and where the Borough will accommodate development to meet local needs identified in the Ipswich Community Strategy **INSERTED: and through local evidence DELETED: , and as required by the government to meet targets set out in the Regional Spatial Strategy for the East of England**. It also explains how it will ensure this is done in a sustainable way. It contains detailed policies to enable the **INSERTED: management DELETED: control** of development in Ipswich.
- 1.9 More fundamentally, the purpose of the document is to support the Council's 'place shaping' role. This involves the Council in showing community leadership and working closely with partners locally, to ensure that Ipswich's problems are tackled and that a shared vision for the future is realised in a coordinated way.
- 1.10 The Local **INSERTED: Plan DELETED: Development Framework** consists of a series of documents that together will guide development in Ipswich (for more information see Chapter 2).
- 1.11 The Local **INSERTED: Plan DELETED: Development Framework** itself sits in a context of many more plans and strategies prepared at sub-regional and local levels to guide the work of the

Council and its partner organisations. The most important of these is the Ipswich Community Strategy, which identifies the outcomes that partners are working together to achieve for Ipswich and informs the Core Strategy and Policies document. Chapter 4 explains more about the Community Strategy. Some of the key sub-regional and local strategies are illustrated in Diagram 1.

INSERTED: Diagram 1
Context for the Ipswich Local Plan
(Replaces previous Diagram 1)



1.12 The status of the document

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

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

1.14 The Council is required to keep the plan under review and **INSERTED: this focused review updates the adopted plan of December 2011** **DELETED: it is therefore anticipated that a review will be commenced in 2012/2013.**

Part A: The Context

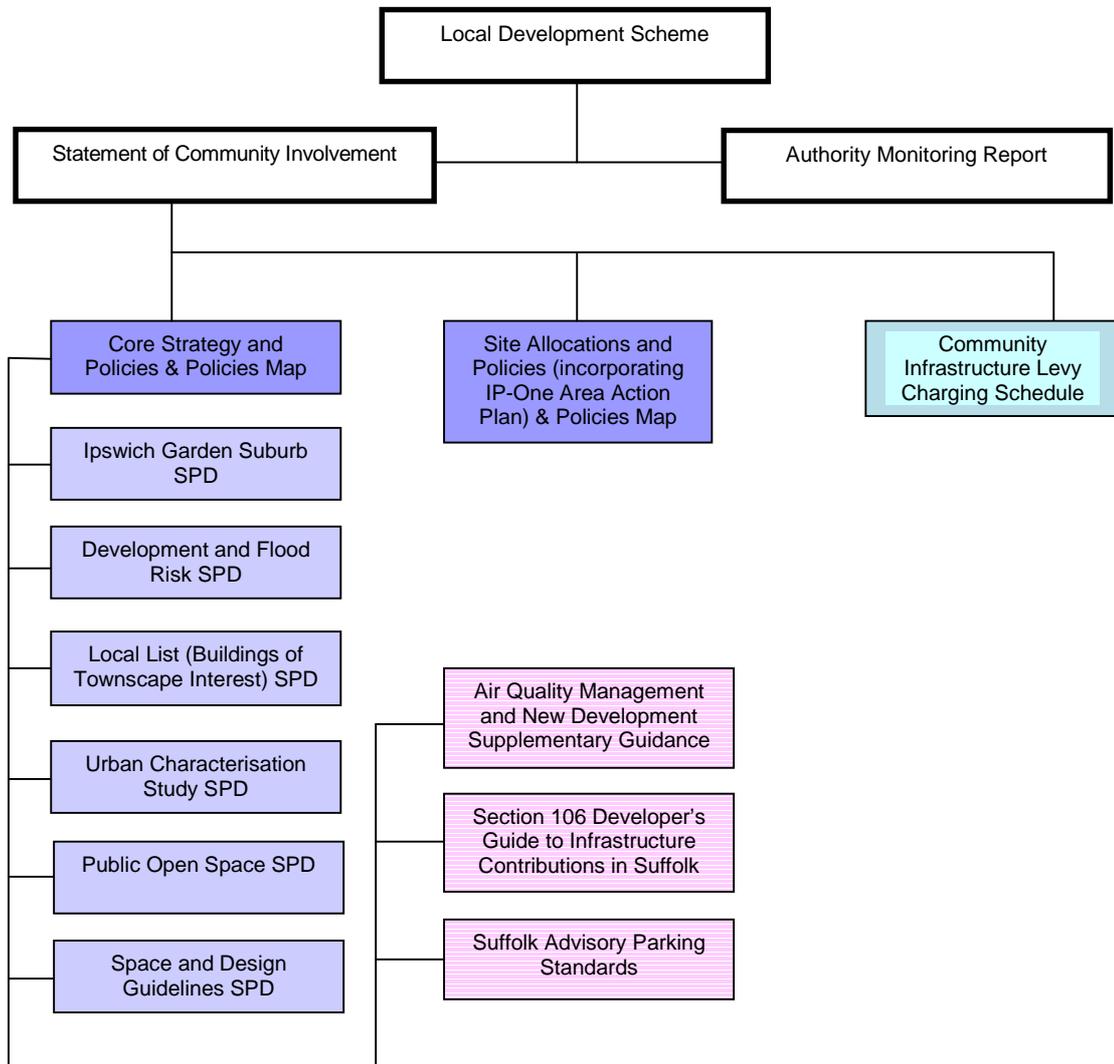
CHAPTER 2: The ~~DELETED~~: New Planning System

- 2.1 The Planning and Compulsory Purchase Act 2004 (the 'Act') ~~DELETED~~: has resulted in major changes to the way the planning policy system operates. The ~~DELETED~~: ~~old~~ system of Regional Planning Guidance, Structure Plans, Local Plans and Supplementary Planning Guidance ~~DELETED~~: ~~was~~ ~~DELETED~~: ~~is~~ in the process of being replaced with a ~~DELETED~~: ~~newer~~ ~~DELETED~~: ~~new~~ system based around a Regional Spatial Strategy, Development Plan Documents and Supplementary Planning Documents. ~~DELETED~~: The introduction of the Localism Act in 2011 removed the Regional Spatial Strategy element of this ~~DELETED~~: ~~newer~~ system and introduced the concept of neighbourhood plans for local communities to produce in accordance with the strategic elements of the Local Plan.
- 2.2 Section 38(6) of the Act states that:
- “... for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the (development) plan unless material considerations indicate otherwise.”*
- 2.3 The development plan for Ipswich will comprise ~~DELETED~~: the Regional Spatial Strategy, which is adopted by the Government, and various Development Plan Documents, which will be adopted by the Borough Council as part of the Local ~~DELETED~~: ~~Plan~~ ~~DELETED~~: ~~Development Framework~~. Further information on the Regional Spatial Strategy is contained in Chapter 3.
- 2.4 The Local Development Scheme for Ipswich sets out the documents, processes and timescales involved with the Local ~~DELETED~~: ~~Plan~~ ~~DELETED~~: ~~Development Framework~~.
- 2.5 The components of the Ipswich Local ~~DELETED~~: ~~Plan~~ ~~DELETED~~: ~~Development Framework~~ are illustrated in Diagram 2. The adopted Local Plan Proposals Map will remain extant until replaced through other development plan documents (DPDs) to be prepared as part of the Ipswich Local ~~DELETED~~: ~~Plan~~ ~~DELETED~~: ~~Development Framework~~.

Notes to diagram

- The Statement of Community Involvement, adopted on 11 September 2007, sets out how people will be involved within the planning process, ~~DELETED~~: ~~although this document is currently subject to review~~;
- The Core Strategy and Policies development plan document (i.e. this document) sets out the strategy for the development of the town and also includes policies that will seek to guide and ~~DELETED~~: ~~manage~~ ~~DELETED~~: ~~control~~ development;
- ~~DELETED~~: The IP-One Area Action Plan and proposals map will set out the vision for an urban renaissance for a large part of central Ipswich. It will locate specific land uses as well as providing design guidelines;
- The Site Allocations and Policies ~~DELETED~~: ~~(incorporating IP-One Area Action Plan)~~ development plan document and ~~DELETED~~: ~~policies~~ ~~DELETED~~: ~~proposals~~ map will highlight land that is the subject of designations that means it will be protected, and identify allocations of land for specific types of development. ~~DELETED~~: It will also set out the vision for an urban renaissance for a large part of central Ipswich and provide design guidelines;
- Supplementary Planning Documents can be theme-based documents providing additional detail to support the implementation of policies in the development plan documents, or site development briefs.

INSERTED: Diagram 2
 Ipswich Local Development Scheme
 (Replaces previous Diagram 2)



Key

- Development Plan Document
- Supplementary Planning Document
- Supplementary Guidance

- 2.6 A key element of the ~~DELETED:~~ new planning system is the requirement to undertake sustainability appraisal and strategic environmental assessment as documents are produced. The sustainability appraisal involves assessing policies and proposals against social, economic and environmental objectives to identify possible negative impacts. Policies are modified in response to the results, to ensure that harmful impacts are avoided or mitigated. Strategic Environmental Assessment focuses solely on environmental impacts. A Sustainability Appraisal Report setting out the Council's work in both areas ~~INSERTED: will be DELETED:~~ is published ~~INSERTED: for consultation~~ alongside this document.
- 2.7 Another requirement is an Appropriate Assessment of the plan under the Habitats Directive. This is an assessment of the potential effects of a proposed plan on sites of European importance for nature conservation. These include sites, often known as Natura 2000 sites, designated as Special Areas of Conservation (for habitats, and species except birds) or Special Protection Areas (for birds). Government policy in ~~INSERTED: the National Planning Policy Framework DELETED:~~ ~~Planning Policy Statement 9~~ applies the same protection to Ramsar sites also. The Orwell and Stour Estuaries are designated as a Special Protection Area and Ramsar Site.
- 2.8 A plan may only be approved if it can be shown that it will not adversely affect the integrity of a European designated habitat. A report published alongside this document explains the findings of the Appropriate Assessment. The findings have also shaped the final document. Where policies or proposals have been included in order to address the findings of the Appropriate Assessment, it is explained in the reasoned justification.

~~INSERT NEW PARAGRAPH:~~

- 2.9 ~~The Government published the National Planning Policy Framework (NPPF) in March 2012. This document introduces a presumption in favour of sustainable development, which is included in Policy CS1 of this document. The NPPF also introduces the requirement of local planning authorities to 'use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period' to 2031¹.~~

~~INSERTED:~~ ¹ National Planning Policy Framework, paragraph 47, p. 12

CHAPTER 3: INSERTED: The Local Enterprise Partnership DELETED: The Regional Spatial Strategy

DELETE PARAGRAPHS 3.1 – 3.3 AND TEXT BOX:

- 3.1 In May 2008 the Government adopted the East of England Plan, which is the Regional Spatial Strategy for Eastern England up to the year 2021. This now forms part of the Ipswich development plan, together with adopted local policy. Currently the local policy is saved policies from the 1997 adopted Ipswich Local Plan. Gradually these will be replaced by the development plan documents being prepared by the Borough Council, the first of which is this Core Strategy and Policies. Appendix 2 indicates which saved policies will be superseded by this plan.
- 3.2 A key aspect of the Council's Core Strategy document is related to the legal requirement to be in 'general conformity' with the contents of the Regional Spatial Strategy. The Regional Spatial Strategy is a lengthy document and contains many policies that are relevant to Ipswich. The key issues within it for Ipswich are set out in the box below.
- 3.3 Ipswich Borough Council considers that a jobs-led growth strategy is the right one for Ipswich. However, the Council has amended the scale and speed of growth for Ipswich in this development plan document to take account of factors such as the recession, the likelihood of reducing funding for infrastructure, the extent to which flats and houses are best meeting local housing needs, and updated information about the housing land supply.

East of England Plan, 2008

Ipswich is identified as:

- a key centre where development and change will be focused (Policy SS3)
- a priority area for regeneration (Policy SS5)
- a regional town centre (Policy E5)
- a regional transport node (Policy T5)

The Haven Gateway, of which Ipswich is part, is identified as one of only four formal sub-regions in the East of England

At least 20,000 new additional homes to be provided in the Ipswich Policy Area with at least 15,400 of them to be in Ipswich Borough (2001 to 2021) (Policy H1)

30,000 new jobs to be provided for between Ipswich Borough Council, Suffolk Coastal District Council and Babergh District Council (2001 to 2021) (Policy E1)

Strategic employment site(s) should be identified in Haven Gateway to support growth and regeneration - including in ICT in Ipswich (Policy E3)

Affordable housing delivery is expected to be at least 35% of housing coming forward as a result of planning permissions granted after the adoption of the Strategy (Policy H2)

Source: East of England Plan May 2008

INSERT NEW PARAGRAPHS:

- 3.1 The New Anglia Local Enterprise Partnership (NALEP) was established in 2011 along with 38 other local enterprise partnerships in England. The NALEP area covers both Suffolk and Norfolk and is identified on Map 1 in this document. NALEP are focused on developing business sectors in this area to grow jobs in the region and remove barriers to business growth.
- 3.2 Policy CS13 of this Core Strategy supports the business sectors identified by NALEP and the Council through working with the County Council and Suffolk districts on the Suffolk Growth Strategy and will support the development of jobs on sites in the Borough identified in the Growth Strategy.

CHAPTER 4: The Ipswich Sustainable Community Strategy

- 4.1 The Planning and Compulsory Purchase Act 2004 places a legal requirement on local planning authorities to have regard to relevant Sustainable Community Strategies when preparing their Local Development Documents.
- 4.2 The Community Strategy for Ipswich was published in July 2008 by the Local Strategic Partnership, one-ipswich. **DELETED: The board of one-ipswich is made up of key organisations from the public, voluntary, community and business sectors who work together to deliver shared outcomes for the residents and communities of Ipswich. The range of agencies and organisations includes those set out in the box below.**

DELETE TEXT BOX:

Ipswich and Suffolk Council for Racial Equality
Ipswich and Suffolk Small Business Association Ipswich Borough Council
Ipswich Central
Ipswich Council for Voluntary Organisations
Job Centre Plus
Ipswich Hospital
Suffolk New College
Learning and Skills Council
Suffolk Primary Care Trust
Suffolk Chamber of Commerce
Suffolk Constabulary
Suffolk County Council
University Campus Suffolk
Representation from faith communities
Councillor representatives from each of the five area forums

- 4.3 The Community Strategy vision is set out below.

'Everybody Matters - we want Ipswich to be a vibrant, prosperous and thriving place. We will address deprivation and inequality in neighbourhoods and develop an economically dynamic and enterprising society so everyone in Ipswich can:

- **be prosperous and have a place to live**
- **be healthy and stay well**
- **achieve their potential and enjoy life**
- **keep safe**
- **have a greater say and better choices**
- **live in friendly and supportive communities'.**

- 4.4 The Community Strategy seeks to manage and plan for growth and change and to build social infrastructure through the delivery of the following six outcomes:

1. Everyone should have a roof over their head
2. People enjoy good health
3. There is work for all
4. Create a better environment for people in Ipswich
5. People keep safe
6. People living in friendly and supportive communities and have a greater say.

4.5 Whilst the Community Strategy does not take an explicitly spatial approach, all the six 'outcomes' have a direct relationship to 'place shaping', which is the role of the Council's Local ~~INSERTED: Plan DELETED: Development Framework~~. The Council ~~INSERTED: is working DELETED: and the Local Strategic Partnership are therefore working together~~ to enable the delivery of these outcomes by appropriate strategic planning through the Local ~~INSERTED: Plan DELETED: Development Framework~~.

DELETE PARAGRAPH:

4.6 There is also a Suffolk Community Strategy to which the Council should have regard in preparing the Core Strategy and Policies development plan document. The Suffolk Community Strategy was considered in the preparation of the one-ipswich Community Strategy to ensure that both are pulling in the same direction and working towards complementary outcomes.

4.7 4.6 It is considered that the above vision and outcomes are addressed within this document. ~~INSERTED: Although there have been recent changes to the way community strategies are produced and their relationship to local plans, it is felt that the vision and outcomes identified in this chapter remain relevant in the strategic planning of Ipswich.~~

CHAPTER 5: Ipswich - The Place

5.1 Ipswich in context

5.2 Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. ~~DELETED: It is a member of Regional Cities East, an alliance of Ipswich, Norwich, Peterborough, Luton, Colchester and Southend-on-Sea. The towns and cities collaborate to deliver sustainable economic growth, examples of which include raising skills levels and improving infrastructure.~~ **INSERTED: It is a key centre in the New Anglia Local Enterprise Partnership region covering Norfolk and Suffolk. Map 1 below shows Ipswich in context.**

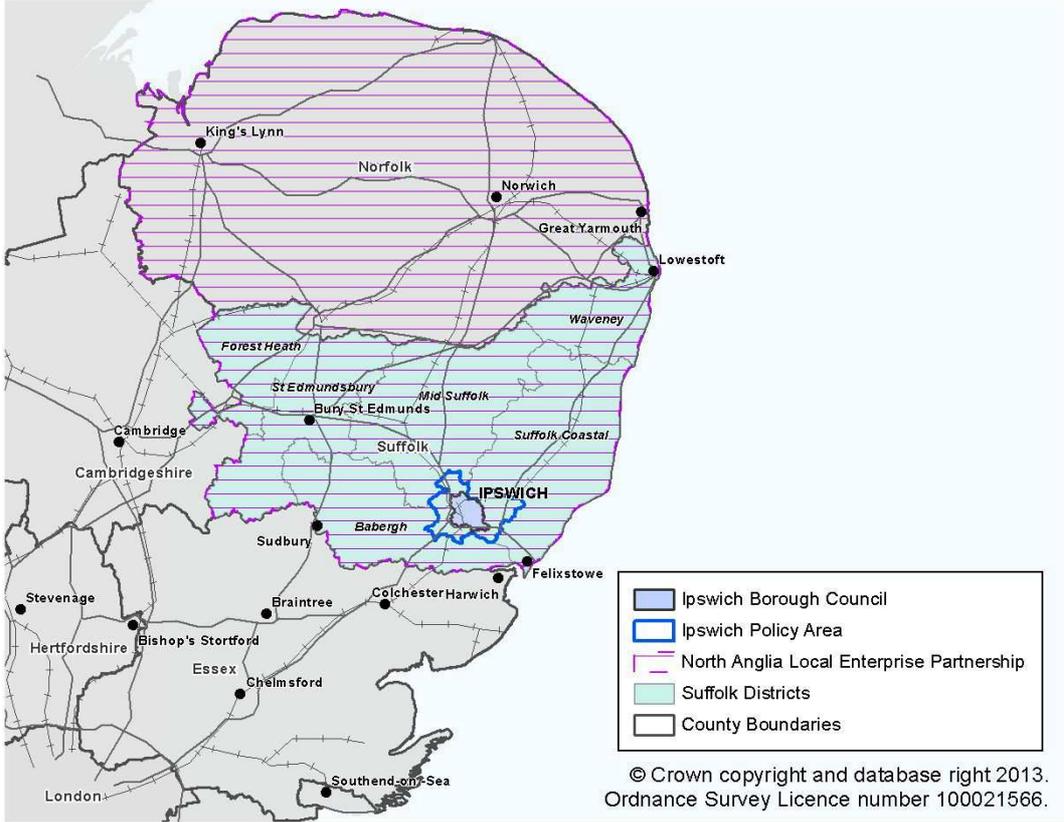
5.3 The town performs a regional role in delivering growth and performing as a major employment, shopping and service centre, and a focus for transportation. There is in Ipswich also an ongoing need for regeneration to address pockets of deprivation in some of the disadvantaged and physically more run down areas of the town. ~~DELETED: The regional role of Ipswich and its local challenges are recognised in the town's East of England Plan designations (see Chapter 3).~~

5.4 Deprivation issues are the result of different combinations of factors that may include higher than average proportions of elderly residents, high unemployment; lower-than average skill level; income deprivation or crime. For example ~~DELETED: while~~ unemployment in Ipswich ~~DELETED: has generally been at the national average,~~ it is higher than that for the eastern region as a whole **INSERTED: and the national average,** while areas with higher than average pensioner households have implications for the future distribution of health and social care.

DELETE PARAGRAPH:

5.5 Ipswich also lies within the Haven Gateway sub-region. The Haven Gateway is a sub-region based on the strength of the two main towns of Ipswich and Colchester together with the towns of Felixstowe, Clacton and Harwich, and the major ports at Felixstowe, Ipswich, and Harwich. Within this sub-region Ipswich is a key economic driver, delivering substantial housing and jobs growth. Map 1 below shows Ipswich in context.

INSERTED: MAP 1: Ipswich in its sub-regional context (Replaces previous Map 1)



5.6 Ipswich the town

- 5.7 As an engine of growth for the East of England, Ipswich has a thriving commercial sector, high levels of entrepreneurship and a wide range of skills within the workforce. However the range of types of employment has changed in recent years, with half the manufacturing jobs in Ipswich being lost between 2001 and 2007. Ipswich also provides a wide range of cultural, sporting and retail provision, which serves the needs of the sub-region. The town has a diverse and multi-cultural population, and is one of the fastest growing urban centres in the UK.
- 5.8 As a university, maritime, telecoms and financial industries centre, Ipswich is developing dynamically and prosperously. Finance, IT and business activities account for ~~DELETED:~~ almost one- quarter of the workforce, with a similar proportion for distribution, hotels and restaurants, the latter demonstrating the role of Ipswich in sub-regional tourism and the strong night-time economy. This growth is supported at a central, ~~INSERTED:~~ sub-regional and local government level, enabling Ipswich to develop while acknowledging the sense of place established by many historic buildings and areas and its large landscaped parks.
- 5.9 The town has strong transport links. Train services provide access to London in just over an hour and links to Norwich and Peterborough but the network also serves the East Coast and Felixstowe, all essential routes for containerised freight. Ipswich is also closely connected to the trunk road network with the A12 giving access to London, the M25 and Stansted Airport and the A14 linking the Midlands and the Port of Felixstowe. Nevertheless, there are congestion problems within the town and the plan will need to address these.
- 5.10 The table below sets out some of the town's vital statistics:

Population	117,000 (2001) DELETED: 128,000 (2007) INSERTED: 133,384 (2011)
INSERTED: Number of Economically Active People (Ipswich Residents)	INSERTED: 70,500 (April 2012 – March 2013, Nomis)
Numbers of Employed People INSERTED: (Ipswich Residents)	INSERTED: 63,500 DELETED: 67,310 INSERTED: (April 2012 – March 2013, Nomis)
Top Employment Sectors	INSERTED: 21,600 (31.4%) DELETED: 20,348 (30.2%) Public Administration INSERTED: 18,100 (26.3%) Finance, IT and Other Business Activities INSERTED: 15,600 (22.7%) DELETED: 16,377 (24.3%) Distribution INSERTED: (2008, Nomis)
Unemployment DELETED: (Oct 2007 to Sept 2008)	INSERTED: 9.7% DELETED: 5.3% (East INSERTED: 6.6% DELETED: 4.3%, Great Britain INSERTED: 7.8% DELETED: 5.3%) (INSERTED: April 2012 – March 2013, Nomis)
DELETED: School Year 13 Destinations	DELETED: 49.14% Higher Education
Ethnic Group (non white British)	INSERTED: 11% DELETED: 9% INSERTED: 2011 Census

Heritage	602 listed buildings, 10 scheduled monuments, 14 conservation areas and 3 registered parks, gardens and cemeteries
Average Annual House Build (2001 to 2013 DELETED: 2009 INSERTED: 2013)	DELETED: 773.5 INSERTED: 607 dwellings per annum
Average percentage of housing built on previously developed land 2001/02 to 2012/13 DELETED: 2008/09 INSERTED: 2012/13	DELETED: 95% INSERTED: 93.2%

- 5.11 Much of the recent development in the town has been focused around four key central areas: the Waterfront, Ipswich Village, town centre and Education Quarter.
- 5.12 **Ipswich Waterfront** in the 19th Century was briefly the largest wet dock in England. Today it is the location for the largest single regeneration project in the East of England and the focus of huge commercial, cultural and institutional investment such as the regional home for Dance East and University Campus Suffolk. New buildings benefit from being immediately south of the town centre and connected to it by attractive historic streets. This investment has assisted in the provision of jobs, new housing and educational opportunities.
- 5.13 Progressive regeneration is creating space for a vibrant new cultural, residential, business and leisure area, complementing the existing marina facilities. Along the northern and eastern quays in particular former industrial uses and tall storage silos are being replaced with new architecture in a variety of styles and materials. Generally the new buildings reflect a similar scale and do not detract from those parts of the historic core that extend down to the Waterfront. These strikingly scaled new buildings have largely created their own special character.
- 5.14 The large scale regeneration of Ipswich Waterfront has also encouraged new interest from businesses. On the western bank of the river, Felaw Maltings and the IP-City business centre are both now in demand for their top quality business space, providing facilities for over 800 workers. On the Waterfront itself, one of the town's largest legal practices has chosen to relocate its offices into one of the converted 19th Century industrial buildings adjacent to the historic Old Custom House.
- 5.15 To the south-west of the central area, **Ipswich Village** offers a further choice of employment and residential sites. This is already the location of headquarters for Ipswich Borough Council and Suffolk County Council as well as Suffolk Life, Ipswich Crown Courts, Ipswich Town Football Club and AXA Insurance among others. This location is well placed for further commercial and institutional uses because of its close proximity to the town centre, the Waterfront and Ipswich railway station.
- 5.16 In April 2007 a **town centre** Business Improvement District (BID) was established, called Ipswich Central. The company has been established to manage the town centre in a new way and bring ~~DELETED: £3.2m of~~ investment into the retail heart of Ipswich to benefit businesses, residents and visitors. BID improvement projects are grouped under six themes: Safe and Secure, Clean and Bright, Out and About, Target and Tell, Look and Feel, and Aims and Ambitions.
- 5.17 A particularly exciting development for Ipswich was the establishment in September 2007 of a new **Education Quarter** for the University Campus Suffolk, established on and closely related to the Waterfront. This area is the focus of more than £150m investment which has brought a brand new campus to the centre of Ipswich in an innovative partnership between the University of Essex and University of East Anglia. Its landmark building on the Waterfront opened in 2008 ~~INSERTED: followed by Athena Hall, a student accommodation block in 2010 and the James Hehir building in 2011.~~

5.18 The development of this new higher education establishment has also enabled the complete rebuilding of Ipswich's further education facility - Suffolk College. A £59m development of the Suffolk New College was completed in 2009. Both these new education facilities will improve and increase the opportunities and choices for Ipswich. It is anticipated that these will spark further commercial, cultural and academic developments.

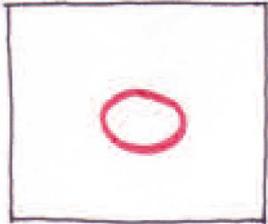
5.19 The Physical Development of Ipswich

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

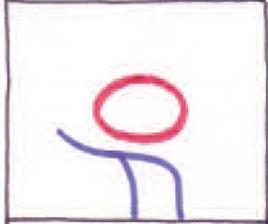
5.21 Although recent redevelopment of tall, late 19th and 20th Century industrial buildings around the Waterfront has emulated the height of these buildings, this has principally been confined to the area of the northern quays to the south of the historic core of the town centre.

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

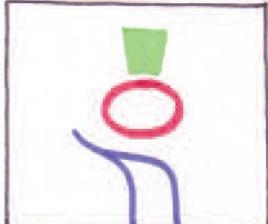
5.23 These physical constraints and historical form of Ipswich have significant consequences for modern day traffic movement, particularly the location of Christchurch Park to the north of the medieval core and the Wet Dock and river to the south. All of these features are important to the character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



Historic core



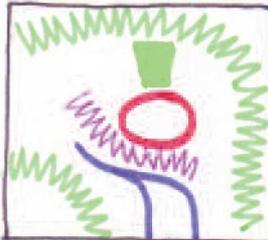
River



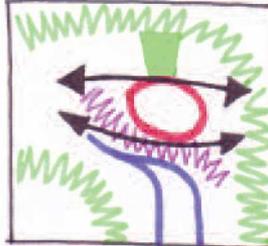
Christchurch Park



Wooded Bowl



High Buildings Clusters



Constrained Cross Town Movement

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

5.25 DELETE PARAGRAPHS: The Ipswich Community

5.26 In 2007 Ipswich was ranked 99th in the indices of deprivation. It is the worst district for deprivation in Suffolk and the fifth worst in the Eastern Region behind Great Yarmouth, Norwich, Luton and Peterborough. Ipswich is a town of contrast, with high levels of deprivation concentrated into the north-west, west and south of the Borough, and low levels of deprivation in the north-east and east of the Borough. The map below indicates the geographical distribution of deprivation in Ipswich.

5.27 The combinations of indicators of deprivation vary from one electoral ward to another, but will have implications for the location of, for example, types of educational provision, play-space, jobs and healthcare.

5.28 Some of the challenges for individual wards include:

ALEXANDRA

concerns about crime, deprivation among older households and higher than average unemployment;

BIXLEY

a high proportion of older households but especially one-person pensioner households;

BRIDGE

above average crime rates; low-waged and low-skilled households and relatively high unemployment;

CASTLE HILL

a high proportion of older households and average or below average skill levels;

GAINSBOROUGH

low-skilled households, income deprivation, and low education and qualification;

GIPPING

the ward with the highest overall deprivation rate in Ipswich and with high levels of crime;

HOLYWELLS

highly skilled employees but with high vehicle and cycle crime;

PRIORY HEATH

low levels of qualifications and low incomes and with a higher than average crime rate;

RUSHMERE

issues of long-term unemployment; one-person pensioner households but with the highest rate of 18-20 year olds entering higher education;

SPRITES

low-skilled households; pockets of deprivation and a generally older population;

ST JOHN'S

a high proportion of one-person pensioner households;

ST MARGARET'S

an older than average population;

STOKE PARK

ranked second in terms of child and employment deprivation and higher than average vehicle crime;

WESTGATE

high levels of unemployment; low proportions of young people in education and higher than average rates of crime;

WHITEHOUSE

low levels of qualifications at all levels, long-term unemployment and crime; and

WHITTON

generally low-skilled, significant proportion of the ward suffers from cross-cutting deprivation issues.

- 5.29 One element of deprivation relates to educational attainment and this is a key area that University Campus Suffolk (UCS) will help to address. The aims of UCS include increasing the numbers of local students who go on to university and to retain graduates in this area. The achievement of these aims will help significantly in increasing skills levels and earnings, and makes the success of the UCS project a key strategic priority for the town.

5.30 Key challenges for Ipswich over the Plan Period

- 5.31 Over the plan period to **INSERTED: 2031 DELETED: 2027**, the issues and challenges mainly stem from how Ipswich can manage and gain best advantage from the significant growth that is taking place:

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

Part B: The Strategy

CHAPTER 6: Vision and Objectives

6.1 Introduction

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

THE VISION

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

As a result, by ~~2027~~ 2031 Ipswich will be a more vibrant, active and attractive modern county town successfully combining modern development with historic character - a true focus for Suffolk and beyond. It will be a place where people aspire to live, work, learn, visit and invest - and it will have a reduced carbon footprint. In spatial terms:

- a. There will be more people living and working in Ipswich town centre, which will be the focus for much of the new development.
- b. People will enjoy an extended and improved shopping centre that includes new stores on allocated sites, providing greater choice than at present, and improved cultural and sporting opportunities within the wider centre.
- c. Pedestrian links between the central shopping area and the Waterfront, Village, Education Quarter and railway station will be direct, attractive, safe and well signed.
- d. Pedestrians, cyclists and public transport users will come first in Ipswich town centre. Traffic management measures in conjunction with improvements for pedestrians, cyclists and buses will ensure effective links between the wider Ipswich area and the town centre, and help keep congestion down and accessibility easy in the centre. Additional short stay parking will provide for car-borne shoppers and visitors.
- e. The distinctive network of ~~stunning~~ beautiful parks ~~and open spaces, green infrastructure~~ and open spaces, green infrastructure and open water will be enhanced by the completion of the river path, improved ecological network and additional tree ~~planting~~ canopy cover ~~and landscaping in new developments~~ surrounding areas and on the streets.
- f. As well as the concentration of jobs in the town centre, there will be new employment development at sites around the Borough including a strategic employment site at Crane's, together with the continued development of existing employment areas distributed across the town.
- g. University Campus Suffolk will have ~~progressed through phase 3 of~~ continued its planned growth, to complete the new campus at the Waterfront and the adjacent Education Quarter.
- h. The town's health will be cared for through strategic health services brought together at the Heath Road Hospital site and a strong network of local surgeries and health centres, including replacement or additional provision for Lattice Barn, Woodbridge Road and Deben Road surgeries.
- i. ~~In the latter part of~~ During the plan period, land will start to come forward for development at Ipswich's Northern Fringe, in conjunction with highway, water, energy, education, green and health infrastructure. Express bus services and pedestrian and cycle routes will connect the area to the town centre ~~with a journey time of a few minutes.~~
- j. Outside central Ipswich, thriving district and local centres will provide local shopping and services close to people's homes and will be surrounded by strong and cohesive communities.

THE OBJECTIVES

- 6.8 The following twelve strategic objectives will guide the ~~INSERTED: Local Plan~~ ~~DELETED: Framework~~:
1. High standards of design will be required in new development. Development must be sustainable, environmentally friendly and resilient to the effects of climate change. Standards of acceptability will be raised progressively from 2006 (Building Regulations) levels for all developments in the town in terms of design and environmental performance.
 2. Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.
 3. At least: (a) ~~INSERTED: 13,550~~ ~~DELETED: 14,000~~ new dwelling units shall be provided in Ipswich between ~~INSERTED: 2011~~ ~~DELETED: 2001~~ and ~~INSERTED: 2031~~ ~~DELETED: 2021~~ (18,200 by 2027) in a manner that addresses identified local housing needs and provides a decent home for everyone, with ~~DELETED: at least 60% of them being on previously developed land and~~ at least 35% of them on larger sites being affordable homes; and (b) ~~INSERTED: up to 12,500~~ ~~DELETED: 18,000~~ additional jobs shall be provided ~~INSERTED: in Ipswich to support growth in the Ipswich Policy Area between~~ ~~INSERTED: 2011~~ ~~DELETED: 2001~~ and ~~INSERTED: 2031~~ ~~DELETED: 2025~~.
 4. The development of the Borough should be focused primarily within the central Ipswich 'IP-One' area and within and adjacent to identified district centres (these areas are identified on the key diagram).
 5. Opportunities shall be provided to improve strategic facilities in Ipswich by:
 - Significantly enhancing the town centre in terms of quantity and quality of the shops, the cultural offer and the network of public spaces;
 - Ensuring a new strategic employment site is developed in the Ipswich area by 2021;
 - Extending the strategic greenspace ~~INSERTED: , ecological network~~ ~~INSERTED: and canopy cover~~; and
 - Continuing to support the development of University Campus Suffolk and Suffolk New College.
 6. To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through the Ipswich Major Scheme and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; ~~DELETED: and~~, (c) improve integration, accessibility and connectivity ~~INSERTED: ; and~~ (d) ~~promote green infrastructure as alternative 'green' non-vehicular access around the town and urban greening of existing routes~~. Specifically:
 - Significant improvements should take place to the accessibility to and between the three key nodes of: the railway station (including the wider Ipswich Village environment), the Waterfront (and particularly the Education Quarter) and the Central Shopping Area;
 - Additional east-west highway capacity could be provided within the plan period in the Ipswich area to meet the needs of the wider population and to provide the potential to reallocate some central road space; ~~DELETED: and~~
 - ~~INSERTED: Comprehensive cycle routes should be provided; and~~

- Ipswich Borough Council aspires to an enhanced public transport system, such as guided bus ~~DELETED: , urban light railway or trams.~~
7. Enhanced flood protection including a tidal surge barrier should be in place to protect the town's existing and expanding communities from the threat of tidal flooding.
 8. To protect and enhance high quality, accessible strategic and local open spaces rich in biodiversity and geodiversity for people to visit and use, and protect the historic buildings and ~~INSERTED: landscape~~ character of Ipswich.
 9. To retain and provide high quality schools, health facilities, sports and cultural facilities and other key elements of community infrastructure in locations accessible by sustainable means and in time to meet the demands put on such services from the town's growth and ageing population.
 10. To tackle deprivation and inequalities across the town.
 11. To create a safer ~~INSERTED: , greener, DELETED: and~~ more cohesive town.
 12. To work with other local authorities in the Ipswich Policy Area and with ~~INSERTED: community DELETED: LSP~~ partners to ensure a co-ordinated approach to planning and development.

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

- 6.10 The spatial approach to delivering sustainable growth in Ipswich is to pursue a strategy of urban renaissance in central Ipswich (Policy CS2). This ~~DELETED: accords with the Regional Spatial Strategy, and at the same time~~ helps to deliver the Community Strategy outcomes. It continues the approach set out in the 1997 Ipswich Local Plan that has seen a transformation of the Ipswich Waterfront, and the beginnings of change to a more vibrant mixed use area in the Ipswich Village. It offers the most sustainable way to accommodate growth in Ipswich, because:
 - it makes the best use of previously developed land;
 - it places new residents in close proximity to jobs, shops, leisure and cultural facilities and public transport nodes, to support sustainable lifestyles;
 - it regenerates some of the more run down areas that surround the historic core;
 - it enhances the vitality and vibrancy of the central area, reinforcing its role as a county town and regional centre; and
 - it addresses social needs by tackling issues of social and economic deprivation.
- 6.11 The strategy also reflects Ipswich's status as a regional priority area for regeneration, to help address issues of social and economic deprivation and in places a poor quality physical environment and social infrastructure.
- 6.12 Focusing development into central Ipswich will contribute to tackling issues of deprivation and improving social inclusion, for example through locating jobs and services where they will be most accessible. In pursuing the strategy, the Council will work with ~~INSERTED: community partnerships DELETED: the one-ipswich partnership~~ to ensure that the benefits of growth reach deprived neighbourhoods. There are already in existence examples of such joint working, through initiatives such as the Town and Bridge Project.
- 6.13 Much of the central area of Ipswich alongside the river is classified by the Environment Agency as Flood Risk Zones 2 and 3. National policy ~~INSERTED: (National Planning Policy Framework) DELETED: Planning Policy Statement 25 Planning and Flood Risk~~ requires a sequential

approach to the location of development such that Flood ~~DELETED: Risk~~ Zones 2 and 3 are avoided if there are viable alternatives. In exceptional circumstances 'more vulnerable' development, such as housing or education development in Flood Zones ~~INSERTE~~: 2 and 3 may be possible if ~~INSERTE~~: 'within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems'² ~~DELETED: it (a) provides wider sustainability benefits to the community that outweigh flood risk; (b) is on previously developed land; and (c) is safe without increasing flood risk elsewhere (the Exception Test).~~

- 6.14 Ipswich is constrained by its tightly drawn borough boundary. The Borough has already accommodated significant post-war growth such that there are few opportunities for further expansion at the periphery. ~~DELETED: The Strategic Housing Land Availability Assessment for Ipswich (2009) indicates that all the sites that are potentially suitable for housing, available and achievable in Ipswich amount to some 9,000 dwellings. This is close to the overall number needed to meet growth requirements between April 2010 and April 2027 (approximately 8,300 dwellings).~~ Thus, as well as the need for urban regeneration in central Ipswich, there is no realistic alternative to locating some development in Flood ~~DELETED: Risk~~ Zone 3.
- 6.15 There is in place an agreed Ipswich Flood Defence Management Strategy and work ~~INSERTE~~: begun ~~DELETED: has already started on its implementation. Work was carried out~~ in December 2008 to replace and raise the height of the floodgates in the Wet Dock lock. There is reasonable certainty that the Strategy will be implemented in full (it has DEFRA agreement) and it is anticipated that this will be achieved by ~~DELETED: 2014~~ ~~INSERTE~~: 2018 (Policy CS18).
- 6.16 The flood defence strategy will reduce flood risk significantly. However the residual risks resulting from the possibility of overtopping, breach or failure of gates or walls need to be considered. All development needs to be safe and when 'more vulnerable' developments need to be sited in Flood Zone 3a, they should pass the sequential and exception tests described in ~~INSERTE~~: the NPPF ~~DELETED: PPS25~~. The Council's Level 2 Strategic Flood Risk Assessment (SFRA) provides guidance on residual flood risk both for the situation with existing defences at 2011 and also for the future situation, with the proposed flood barrier implemented. The SFRA also suggests a framework for safe development relevant to either case. The proposed safety framework will be detailed in a future SPD and includes requirements for:
- Structural safety of buildings;
 - Emergency plans for actions by emergency responders;
 - Emergency plans for evacuation and flood warning arrangements for users of buildings;
 - Temporary refuges;
 - Safe emergency access for Fire & Rescue Service;
 - Safe access/escape routes for building users;
 - Raised floor levels; and
 - Flood resilience measures.
- 6.17 Thus, a significant number of Ipswich's new homes will be provided within central Ipswich through sites that will be identified in the ~~INSERTE~~: Site Allocations and Policies (incorporating IP-One Area Action Plan ~~INSERTE~~:) development plan document in due course. As a secondary source of sites, land in the remainder of the urban area will also be identified, where possible

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

located so as to provide ready accessibility for residents to existing local or district centres.
~~DELETED: In the latter part of the plan period, we will start to deliver~~ ~~INSERTED: Delivery of a~~ sustainable urban extension on greenfield land at the Northern Fringe of Ipswich ~~INSERTED: will also occur during the plan period~~ (see Policy CS10).

6.18 Ipswich is ~~DELETED: identified in the Regional Spatial Strategy as~~ a Key Centre for Development and Change and a regional town centre. Through the Local ~~INSERTED: Plan~~ ~~DELETED: Development Framework~~, the Council will:

- Extend the Central Shopping Area boundary to provide for improved retail offer (sites for new retail development will be identified in the ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan)~~ ~~INSERTED: development plan document~~;
- Extend the town centre boundary and identify within it employment areas and sites for offices, hotels, and commercial leisure uses (again, sites will be identified in the ~~INSERTED: Site Allocations and Policies incorporating IP-One Area Action Plan)~~ ~~INSERTED: development plan document~~;
- Support the completion of the University Campus Suffolk and Suffolk New College, e.g. by protecting the Education Quarter land and buildings for linked uses; and
- Support cultural facilities in the centre e.g. the completion of the Dance House for Dance East at the Waterfront.

6.19 Ipswich is a key economic driver in the ~~INSERTED: wider~~ ~~DELETED: Haven Gateway~~ sub-region. Whilst the town centre is the hub of office-based activity, retail and leisure activity, and offers the opportunity for clusters to develop around the University Campus, land is needed across the Borough to enable the provision of a range of new jobs across employment growth sectors. The Core Strategy identifies a Strategic Employment Site close to the A14 in south-eastern Ipswich and sets out an approach to protecting employment sites and employment areas across the town to meet a variety of needs (whilst employment land allocations themselves will be made through the site-specific development plan ~~INSERTED: document~~ ~~DELETED: documents~~) (Policy CS13).

6.20 The Core Strategy will also provide an opportunity to attract national and regional voluntary sector organisations to form a base in Ipswich, and promote the growth of social enterprise incubator units and voluntary sector activity.

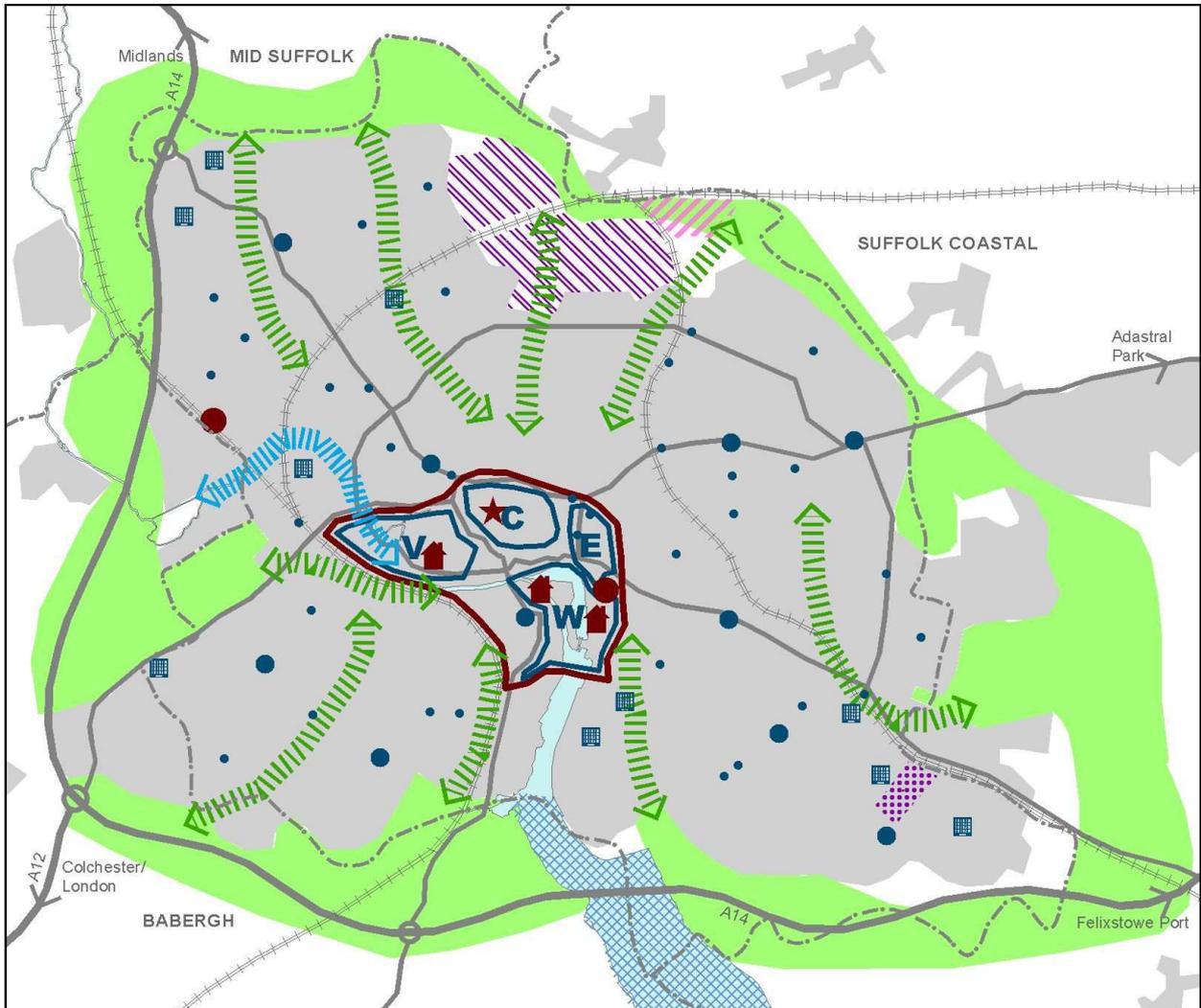
6.21 Although the town centre is the focus for regeneration, many of the town's existing residents live in the suburbs. The town centre improvements will benefit those who use the centre, and efforts to encourage modal shift and to implement the Ipswich Major Scheme ~~INSERTED: known as 'Travel Ipswich'~~ will support accessibility around the Borough by public transport, cycling and walking. In suburban neighbourhoods benefits from growth could include additional jobs provided in the established employment areas, the provision of additional community facilities and urban greening.

CHAPTER 7: The Key Diagram

- 7.1 A Key Diagram is an important part of the Core Strategy and Policies document. It diagrammatically illustrates on a not-to-scale map of the town the spatial strategy set out within Chapter 6 of the document.
- 7.2 The Key Diagram illustrates on a simple base map:
- (i) The IP-One Area Action Plan area and, within it, the Ipswich Village, Waterfront and Education Quarter (Policy CS3);
 - (ii) Key development locations identified including IP-One, and the District and Local Centres (from Policy CS2);
 - (iii) The approach to the Northern Fringe as the location of ~~DELETED: limited~~ development ~~DELETED: prior to 2021, and the broad location for future strategic growth after 2021~~ ~~DELETED: prior to 2021, and the broad location for future strategic growth after 2021~~ (from Policy CS10);
 - (iv) The strategic employment site (Policy CS13); and
 - (v) The ~~DELETED: ecological network~~, green corridor and green rim approach to strategic green infrastructure (Policy CS16).

INSERTED:

DIAGRAM 3: The Ipswich Key Diagram



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(Replaces previous Diagram 3)

CHAPTER 8: Development of the Strategy

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

A STRATEGIC SPATIAL APPROACH TO THE DEVELOPMENT OF THE TOWN

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

- 8.4 Six issues are addressed below. They are:

POLICY CS1:
Sustainable Development - Climate Change

POLICY CS2:
The Location and Nature of Development

POLICY CS3:
IP-One Area Action Plan

POLICY CS4:
Protecting our Assets

POLICY CS5:
Improving Accessibility

POLICY CS6:
The Ipswich Policy Area

8.5 Sustainable Development

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

POLICY CS1: Sustainable Development - Climate Change

- 8.10 Achieving sustainable development is a fundamental aim of the planning system and lies at the heart of the vision and objectives set out earlier in this plan. The starting point for considering sustainable development is tackling climate change, because of the scale of the threat and the potential severity of its effects on ecosystems and human existence. The UK Climate Projections 2009 indicate the likelihood in the East of England of higher year round temperatures, higher winter rainfall, lower summer rainfall and sea level rise. Reducing carbon emissions, so as to reduce Ipswich's contribution to climate change, is an imperative of this plan. Not only is it required by national policy **DELETED: (e.g. the Planning and Climate Change Supplement to Planning Policy Statement (PPS 1) and the Regional Spatial Strategy (e.g. Policy SS1))**, but it is also in the direct interests of a town with a central area situated on low-lying land on an estuary subject to tidal flooding.
- 8.11 A consequence of climate change is likely to be increased winter rainfall and decreased summer rainfall (CRed Suffolk report **INSERTED: Suffolk Climate Action Plan** and UK Climate Projections 09) **INSERTED: and the full impact on the natural ecosystem is largely unknown**. Therefore, as well as reducing the impact of development on climate change, it is equally important to manage water resources through policies for the efficient use of water and minimisation of runoff from new development.

POLICY CS1: SUSTAINABLE DEVELOPMENT - CLIMATE CHANGE

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

- a. **Requiring all new development to incorporate energy conservation and efficiency measures, to achieve significantly reduced carbon emissions by 2016 for all new residential and major non-residential development;**
- b. **Requiring all major developments to achieve a target of at least 15% of their energy requirements to be provided through decentralised renewable or low carbon energy sources where feasible and viable;**
- c. **Seeking opportunities to develop renewable energy generating capacity including on Council-owned land;**
- d. **Supporting **INSERTED: the implementation of the Suffolk Climate Action Plan produced by the Suffolk Climate Change Partnership** and other appropriate local carbon reduction schemes;**
- e. **Implementing the IMPACT Carbon Management scheme and reducing carbon emissions from the Council's own operations by 30% by 2013 and 50% by 2021 from a 2007/08 baseline;**
INSERT NEW BULLET:
- f. **Supporting the protection, caring for and increase in canopy cover across the Borough during the plan period;**
INSERT NEW BULLET:
- g. **Seeking opportunities to utilise parks and open space and ecological networks potential in the mitigation and adaptation against climate change;**
- h. **Supporting the implementation of the Ipswich Flood Defence Strategy by the Environment Agency; and**

- i. Requiring building and infrastructure design to incorporate water conservation, capture, recycling and efficiency measures and sustainable ~~DELETED: urban~~ drainage systems (SuDS).

INSERTED:

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

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

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

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

- 8.12 Ipswich has an estimated carbon footprint of ~~DELETED: 5.9~~ **INSERTED: 4.2** tonnes of carbon dioxide produced each year per head of population (~~DELETED: 2004 estimate from CRed 2011 data from Department for Energy and Climate Change~~). About ~~DELETED: 42%~~ **INSERTED: 42%** of those carbon emissions are estimated to come from people's homes, ~~DELETED: 20.5%~~ **INSERTED: 20.5%** from transport (less than the Suffolk and national averages, because of the urban nature of the Borough), ~~DELETED: 38%~~ **INSERTED: 36%** from industry and 1.5% from waste. Nationally about 60% of domestic carbon emissions result from space heating and hot water. Therefore improving the energy performance of existing and new domestic buildings is a key sector to target in order to reduce the climate change impacts of new development.
- 8.13 The Government ~~DELETED: has~~ published targets to achieve zero carbon homes by 2016 (~~DELETED: in the previous PPS1 Supplement 2007 and Building a Greener Future 2007~~). A zero carbon home is currently defined as one that delivers zero net carbon over a year from all energy uses including heating and electrical appliances. In setting the date at 2016 for significant reductions, developers have time to develop appropriate approaches to design and building in order to achieve carbon neutrality in a cost effective way, and the price of energy saving technologies should fall as usage increases. Ipswich is ~~DELETED: identified as a growth point where~~ **INSERTED: planning for** high levels of housing and employment growth ~~DELETED: are required~~ by ~~DELETED: 2031~~ **INSERTED: 2031**. The housing requirement alone represents an increase in the Ipswich dwelling stock of ~~DELETED: some 25%~~ **INSERTED: 23%** between ~~DELETED: 2011~~ **INSERTED: 2011** and ~~DELETED: 2031~~ **INSERTED: 2031**. This represents a vital opportunity to ensure that this significant addition to the building stock of the Borough minimises its impacts on climate change.
- 8.14 Non-residential buildings also offer the opportunity to save emissions. The Government has recently adopted a target for non-residential development to be carbon neutral by 2019. Policy DM1 in Part C of this document provides more detail as to how these requirements would be implemented through the Code for Sustainable Homes for residential development, and

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

BREEAM ratings for non-residential development. The Plan is not prescriptive about how developers should achieve these targets. There is a significant amount of existing advice available about sustainable construction⁴. ~~DELETED: The Council plans to prepare a supplementary planning document on sustainable construction when the Core Strategy is adopted. This will also cover extensions to buildings.~~

- 8.15 There is also a social sustainability imperative to reduce carbon emissions from homes. ~~DELETED: Fossil fuel prices~~ ~~DELETED: are expected to rise sharply~~ ~~DELETED: as the peak of oil and gas production passes~~. Therefore Ipswich needs to be reducing its dependence on these fuels.
- 8.16 ~~DELETED: PPS1 encourages local planning authorities to set a target percentage for decentralised renewable or low carbon energy in new development, where feasible.~~ ~~DELETED: Fossil fuel prices~~ ~~DELETED: are expected to rise sharply~~ ~~DELETED: as the peak of oil and gas production passes~~. Therefore Ipswich needs to be reducing its dependence on these fuels. ~~DELETED: The Council plans to prepare a supplementary planning document on sustainable construction when the Core Strategy is adopted. This will also cover extensions to buildings.~~
- 8.17 On 31st March 2009, the Council's Executive agreed that three Council-owned sites should be put out to tender for the possible development of wind energy schemes. The turbines should be operational by 2014 if developers come forward to develop them. Developing sites for renewable energy generation is an action identified in the Ipswich Sustainable Community Strategy and would help to achieve the strategy outcome relating to an improved environment. Together with increased micro-generation, this should help to achieve targets for renewable energy in Ipswich homes.
- 8.18 The carbon reduction ~~DELETED: and climate adaptation~~ scheme, Suffolk Climate Change Partnership, is a partnership project with Suffolk County Council and others to help with information sharing, advice and practical measures so that individuals and businesses can reduce their carbon emissions ~~DELETED: and adapt to a changing climate~~. This is an essential strand of the strategy in tackling existing buildings and helping people to choose more sustainable lifestyles.
- 8.19 The IMPACT Carbon Management Plan sets out how Ipswich Borough Council will achieve carbon reductions from its own operations. It was approved by the Council's Executive on 31st March 2009. The Council also signed the Nottingham Declaration on Climate Change in 2008 and, as a result, is preparing a climate change strategy. The Council also applies the Ipswich

⁴ Examples include By Design, CABE Building for Life

Standard to its own dwelling stock. The standard includes the provision of energy efficient boilers, double-glazing and insulation.

- 8.20 A combination of the measures set out will help to achieve overall carbon reduction at least in line with national targets. The Climate Change Act 2008 calls for at least 26% reductions from 1990 levels to be achieved by 2020. The ~~DELETED: draft~~ Suffolk Climate Change Action Plan ~~INSERTED: 2012~~ takes this a step further and sets a target of 60% reductions from 2004 levels, by 2025. 2004 is the first year for which there is a full set of emissions data for Suffolk and therefore may prove more practical for monitoring purposes.
- 8.21 Many buildings in Ipswich are at risk of flooding, some from tidal surges and many from heavy rain. This risk will continue to grow as a result of rising sea levels and increasingly heavy rainstorms that can overwhelm drainage systems and cause localised flooding unless mitigation measures are implemented. At the strategic scale, tidal flood risk will be tackled through the completion of the Ipswich Flood Defence scheme including a tidal surge barrier. However developments located within the flood plain will still need to address residual risk in accordance with ~~INSERTED: the National Planning Policy Framework~~ ~~DELETED: Planning Policy Statement 25~~ (e.g. the risk of defences failing). Managing surface water runoff is also important. SuDS, rainwater harvesting, storage and where appropriate the use of green roofs or water from local land drainage will be required wherever practical. ~~INSERTED: Such approaches shall be particularly mindful of relevant ecological networks.~~ New buildings need to be more adaptable and resilient to climate change effects in future.
- 8.22 The Haven Gateway Water Cycle Study Stage 1 Report identified issues with water supply and sewerage in Ipswich. It advised that sustainable drainage and other demand management techniques are used to manage water demand and surface water runoff in the Borough. ~~INSERTED: The Haven Gateway Water Cycle Study Stage 1 Report identified issues with water supply and sewerage in Ipswich. It advised that sustainable drainage (SuDS) and other demand management techniques are used to manage water demand and surface water runoff in the Borough. The Council's Drainage and Flood Defence policy DFD10 has required SuDS wherever reasonable practicable since 2002⁵. In addition the Council has a surface water management plan and a strategic flood risk assessment, and there is also a Suffolk local flood risk management strategy and catchment flood management plan, and a National strategy for SuDS, all of which will be referred to in the Council's Development and Flood Risk supplementary planning document. DELETED: It is likely that these measures will be made compulsory if the Floods and Water Management Bill is enacted.~~
- ~~INSERT NEW PARAGRAPH:~~
- 8.23 ~~Trees, woods and canopy cover as a whole can provide part of the solution to limiting climate change, and to helping society to adapt to the changes that we all face. On a global scale, we must protect and manage the canopy cover we already have as well as planting new canopy cover to "mitigate" climate change. CABE Space - 'The benefits of urban trees' states a 10% increase in green cover can potentially eliminate the effects of climate change on increasing surface temperatures. Forestry commission scientists also state a 4% increase of UK land planted with new woodlands over 40 years could be locking up 10% of the nation's predicted greenhouse gas emissions by the 2050s.~~
- ~~INSERT NEW PARAGRAPH:~~
- 8.24 ~~There can be a multitude of benefits: for the climate, for people and for wildlife. Wood is a smart choice - timber is renewable and can replace other materials that require much larger fossil fuel inputs for their production. It can also replace fossil fuels directly in the form of renewable energy, or wood fuel. Trees can help Ipswich to adapt to a changing climate by intercepting rain in heavy rainstorms and to help alleviate flooding, moderate local microclimates – urban areas with trees are cooler in summer and warmer in winter, and help tackle the urban heat island effect, and create a valuable wildlife habitat. Ipswich's canopy cover and health care needs is changing. The Council aims to help the Borough's canopy cover to adapt and become resilient to the changing climate. Canopy cover and Arboriculture can be an important and attractive part of the solution in Ipswich.~~

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

INSERT NEW PARAGRAPH:

- 8.25 Green spaces and functioning ecosystems help in adapting to the extremes of climate change. Green areas in the borough have less of a heat island effect than built-up areas providing opportunities for people to keep cool in hot weather. Green spaces also improve air quality contributing to reduced ground-level ozone, fine particulates and respiratory irritants. Functional ecosystem can also mitigate the risks associated with downstream flooding from extreme rainfall events. In recent years there is also an upsurge in 'growing your own' food on allotments that helps reduce the miles food travels. From mitigating the effects of climate change to improving health, parks and green spaces play a vital part in Ipswich.
- 8.26 This policy implements plan objectives 1 and 2.

POLICY CS2: The Location and Nature of Development

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

POLICY CS2: THE LOCATION AND NATURE OF DEVELOPMENT

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

- a. Focusing **DELETED: most** new residential development and community facilities into the town centre, the Waterfront and Ipswich Village, and into or within walking distance of the town's district centres;
- b. Focusing major new retail development into the Central Shopping Area;
- c. Focusing new office, hotel, cultural and leisure development into Ipswich town centre;
- d. Promoting a strategic employment site at Crane's, Nacton Road, to support economic development and jobs growth;
- e. Directing other employment uses (B1 **DELETED: except office**, B2 and B8) to employment areas distributed in the outer parts of the Borough **INSERTED: , although there will be a town centre first approach to the location of offices;**
- f. Dispersing open space based (non-commercial) leisure uses throughout the town **INSERTED: with preferred linkage to ecological networks and/or green corridors;** and
- g. Development demonstrating principles of very high quality architecture and urban design.

In addition to the above locations, a sustainable urban extension to north Ipswich is planned subject to the prior provision of suitable infrastructure (see Policy CS10).

Major developments within the town centre, Ipswich Village, and district centres should incorporate a mix of uses to help achieve integrated, vibrant and sustainable communities. Major developments are defined as commercial developments of 1,000 sq. m or more or residential developments of 10 units or more. The mix will consist of at least two uses, with the lesser use consisting of at least 20% of net floorspace. Exceptions may be made for large offices or education buildings for a known end user.

Development densities will be high in the town centre, Ipswich Village and Waterfront, medium in the rest of IP-One and in and around the district centres, and low elsewhere.

- 8.28 This approach to the location of development is centred primarily on the town centre (which includes Ipswich Village and the Waterfront), and secondly on the town's district centres. The strategy is illustrated in the key diagram. The exact boundaries of these areas will be defined on the ~~INSERTED: policies DELETED: Proposals~~ Map through the ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) DELETED: and Site Allocations and Policies~~ development plan document. The town centre, including the Ipswich Village and Waterfront, will receive the highest densities of development in the town - including high-density housing developments. Medium-density and locally focused facilities would then be provided elsewhere in IP-One and within and around district centres (defined in paragraph ~~INSERTED: 8.34 DELETED: 8.31~~), with lower density development elsewhere. Developments at higher densities will require special attention being paid to their urban design ~~INSERTED: and greening~~ qualities. Residential densities are defined in Policy DM30.
- 8.29 This approach to the location of development enables multiple objectives to be achieved.
- It will maximise opportunities to re-use previously developed land within central Ipswich.
 - It will ensure that new housing is provided close to local shops and facilities that can be accessed by non-car modes, which contributes to reducing carbon emissions and supporting communities.
 - It will support the ongoing regeneration of central Ipswich and particularly of the Waterfront and town centre.
 - It will help to ensure the effective and efficient use of land through developing at appropriate densities according to the accessibility of the location.
- 8.30 This policy therefore implements objectives 4, 6 and 9.
- 8.31 The central urban focus to the location of development also reflects the sequential approach to site selection required by ~~INSERTED: the National Planning Policy Framework DELETED: Planning Policy Statement 3 (PPS3) Housing~~ (which ~~DELETED: prioritises INSERTED: encourages the use of~~ previously developed land) ~~DELETED: and Planning Policy Statement 4 (PPS4) Planning for Sustainable Economic Growth~~, and maximises the chances of making central Ipswich an increasingly vibrant and dynamic place. Chapter 6 of the plan sets out flood risk considerations.
- 8.32 The approach to locating employment uses focuses office activity into the town centre, in accordance with ~~INSERTED: the National Planning Policy Framework DELETED: PPS4~~, to support its vitality and viability. It also provides a strategic employment site ~~DELETED: as required by Regional Spatial Strategy Policy E3~~, located where it can build on the success of Ransomes Europark. It directs other employment uses, particularly B2 and B8 uses, which tend to be more extensive and less suited to central locations, to the town's outlying employment areas. These are accessible from residential areas, yet sufficiently segregated from them to minimise the possibility of conflicts between residential uses and potentially noisy or odorous industrial activities. The boundaries of employment areas will be delineated in the Site Allocations and Policies ~~INSERTED: (incorporating IP-One Area Action Plan)~~ development plan document.
- 8.33 Major developments within Ipswich town centre, Ipswich Village, the Waterfront and District Centres are required to include a mix of uses to help create more diverse neighbourhoods that can in turn contribute to the vibrancy of the town and district centres and reinforce a sense of place and distinctiveness. For example, including some residential uses within office areas helps to keep the areas populated after office hours. This in turn can encourage more shops and community uses to locate there creating truly mixed-use neighbourhoods. Living over shops is also a way to make more efficient use of buildings. However, where development is for the use of a known, single large user, an exception may be made if it is demonstrated that mixed use would harm the viability of the scheme. This mixed-use approach will not apply in the identified employment areas of the town centre unless specified in site allocations.

8.34 The district centres referred to in the policy and identified in the Key Diagram are as follows:

- Meredith Road;
- Norwich Road **INSERTED: (1-91, 2-110)** / Bramford Road;
- Hawthorn Drive;
- Stoke Park;
- Wherstead Road;
- Cauldwell Hall Road / Woodbridge Road **INSERTED: (418-787)**;
- Felixstowe Road **INSERTED: (55-201, 120-190)**;
- Nacton Road **INSERTED: (270-374)**;
- Ravenswood;
- Woodbridge Road **INSERTED: East (27-53)** / Heath Road;
- Sproughton Road / Eastway (to be developed);
- Duke Street **DELETED: (being developed)**.

8.35 **DELETED: Any** Northern Fringe development (see Policy CS10) **INSERTED: will** **DELETED: should** also contain a district centre that would join the above list. **DELETED: This would provide a range of facilities and operators in line with the definition in PPS4.**

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

8.37 It should be noted that many of the centres above already have some of the community facilities mentioned within 400m of their centres. Zonal maps of the above centres **INSERTED: are shown on plan 3** **DELETED: will be included in the IP-One Area Action Plan and the Site Allocations and Policies documents.**

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

8.39 Delivering high quality change, which safeguards the best of the town's urban character and neighbourhoods and secures positive improvements, is not just confined to the IP-One Area and Conservation Areas. **INSERTED: The NPPF advises that sustainable development 'involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life'.** **DELETED: PPS1 advises that local planning policies and decisions should be based on up-to-date information on the environmental characteristics of the area and ensure that these enhance the areas in which they are located.** To facilitate this, an Urban Characterisation Study **INSERTED: supplementary planning document** will be undertaken to define the environmental characteristics of the Borough as a whole.

POLICY CS3: IP-One Area Action Plan

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

POLICY CS3: IP-ONE AREA ACTION PLAN

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

- a. Define the extent of the town centre, Waterfront and Ipswich Village;
- b. Allocate sites for development in IP-One **DELETED: , including land to provide approximately 2,000 dwellings;**
- c. Set down development principles to apply in identified opportunity areas where change will be concentrated;
- d. Define the Central Shopping Area and primary, secondary and speciality shopping frontages;
- e. Define and safeguard the Education Quarter to support **DELETED: the delivery of Phase 3 of** the development of University Campus Suffolk **INSERTED: , Suffolk New College and a new primary school;**
- f. Define conservation areas within its boundary, including the Central and Wet Dock Conservation Areas, which will be protected and enhanced;
- g. Define the Central Car Parking Core within which parking controls will apply;
- h. Identify where new community facilities and open space should be provided within IP-One; **DELETED: and**
- i. Provide a framework for the delivery of regeneration in IP-One **INSERTED: ; and INSERT NEW BULLET:**
- j. **Provide tree-planting, urban greening schemes mindful of the ecological network to improve the street scene and permeability for wildlife throughout the town centre.**

Sites and designated areas within the IP-One area will be identified on a revision of the **INSERTED: policies DELETED: Proposals** Map to be prepared alongside the DPD.

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

Plan ~~DELETED: will build~~ ~~INSERTED: builds~~ on earlier work that resulted in the publication of a non-statutory area action plan in 2003.

POLICY CS4: Protecting our Assets

8.42 Ipswich has a rich and varied heritage of built, historical and natural assets, including more square miles of park per thousand population than anywhere else in the UK. The Borough contains:

- Over 600 listed buildings and structures;
- 14 conservation areas;
- A Ramsar Site and Special Protection Area for Birds (part of the Stour and Orwell Estuaries site);
- 4 Sites of Special Scientific Interest – three for wildlife and one for geology;
- 19 County Wildlife Sites;
- 10 scheduled ancient monuments;
- An area of archaeological importance for its Anglo-Saxon remains in central Ipswich; and
- 3 registered parks and gardens **INSERTED: and 518 hectares of parks and open spaces.**

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

8.43 These assets help to make Ipswich the place it is and they make an important contribution to people's quality of life in the Borough. They may also have a wider national and international value and interest and, in the case of wildlife, play an important role in the function of complex ecosystems. Therefore, these valuable elements of the Ipswich asset base must be protected, enhanced and integrated sensitively with new development.

8.44 The Ipswich asset base also includes all the finite natural resources that the Borough depends on, such as minerals used in construction and land itself. The concept of 'one planet' living illustrates the issue of resource use and the impacts of our lifestyles on the environment. Currently our lifestyles in Europe are such that, if everyone worldwide lived in the same way, we would need three planets Earth. This is unsustainable. We therefore need to take opportunities to use natural resources more sparingly and efficiently, to re-use and recycle materials and to source materials locally where possible.

POLICY CS4: PROTECTING OUR ASSETS

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

The Council will protect and enhance the character and appearance of conservation areas, by preparing character appraisals and using them to guide decisions about development.

The Council will also seek to conserve and enhance local biodiversity in accordance with **INSERTED: the National Planning Policy Framework DELETED: Planning Policy Statement 9, INSERTED: and national legislation INSERTED: by DELETED: , and through:**

- a. Requiring new development to incorporate provision for conserving and enhancing local biodiversity **INSERTED: , canopy cover** and geodiversity interests;**
- b. Supporting the Greenways Project;**
- c. Designating additional Local Nature Reserves where appropriate; **DELETED: and****

- d. **Preparing and implementing management plans for Council owned wildlife sites**
INSERTED: ; and
INSERT NEW BULLET:
- e. **Identifying an ecological network across Ipswich and linking into adjacent areas, and protecting and enhancing it in accordance with policy DM34 in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document to maximise the benefits of ecosystem services.**

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

8.45 Most of the built, historical and natural assets are protected by one or more of the following pieces of legislation, **INSERTED: policy documents** **DELETED: national planning policy statements, planning policy guidance notes** or circulars:

- EU Habitats Directive;
- Wildlife and Countryside Act 1981;
- **INSERTED: The National Parks and Access to the Countryside Act 1949;**
- **INSERTED: Countryside and Rights of Way Act 2000;**
- **INSERTED: Ramsar Convention on Wetlands;**
- **INSERTED: Hedgerows Regulation 1997;**
- **INSERTED: Plant Health Act 1967 and orders;**
- **INSERTED: Forestry Act 1981;**
- Natural Environment and Rural Communities Act 2006;
- The Town and Country Planning Act 1990;
- Planning (Listed Buildings and Conservation Areas) Act 1990;
- Ancient Monuments and Archaeological Areas Act 1979;
- National Heritage Act 1983;
- **DELETED: Planning Policy Statement (PPS) 9 Biodiversity** **INSERTED: The National Planning Policy Framework (2012);**
- **INSERTED: The Localism Act 2011** **DELETED: Planning Policy Statement 5 Planning for the Historic Environment 2010⁶;** and
- Central Govt Circular 9/95; Culture Circular 1/97; Environment Circular 14/97.

8.46 This framework of legislation, guidance and policy currently provides comprehensive protection for the assets. Considering first listed buildings, the Council will rely on this national legislation, policy and guidance to guide their protection, as a local policy would not add to or strengthen the protection they already receive. However, **INSERTED: national policy has been consolidated into the National Planning Policy Framework with the guidance produced by English Heritage to accompany Planning Policy Statement 5⁷ remaining applicable to ensure that policy and guidance are properly inter-related and** **DELETED: aspects relating to heritage assets are under review without it being clear how future legislation, guidance and policy will inter-relate or if they will be integrated to ensure** that listed buildings, conservation areas and other heritage assets will be **DELETED: as** adequately protected as at present. **INSERTED: As the English Heritage guidance is described as a 'living draft' and has been the subject of a draft revision to coincide with the NPPF, the Council is preparing a supplementary planning document to protect the special local distinctiveness of Ipswich heritage assets if necessary.** **DELETED: When the review is complete, the Council will if necessary prepare a supplementary planning document to ensure that there is no loss of protection of heritage assets.**

DELETED:⁶ *Planning Policy Guidance Notes 15 and 16 have now been replaced by a new combined Planning Policy Statement.*

INSERTED:⁷ Subject to the Taylor Review in 2013.

- 8.47 Conservation areas differ from listed buildings in that they are locally designated. Their designation is based on the particular character of the area and local planning authorities are encouraged to prepare character area appraisals and management plans for conservation areas as a tool to guide development **INSERTED: management** **DELETED: control** decisions. Therefore the policy will apply in conservation areas.
- 8.48 All conservation areas have been the subject of detailed Conservation Area Character Appraisals. Those for areas designated by 1994 were the subject of public consultation and Council approval during 1994-5. Subsequently three additional conservation areas were declared in 1995, 2003 and 2005 for which appraisals were also prepared. Periodic reviews of all conservation areas are required by heritage legislation and these have been undertaken at approximately five yearly intervals since 1994 involving a review of boundaries, the descriptive content of the appraisals and the area specific policies and proposals. **DELETED: The most recent review and publication was concluded for all Conservation Areas in 2007-8 with the exception of the Wet Dock Conservation Area where the pace of regeneration and development within, and to the immediate surroundings, was such that the impact of this in terms of conservation policy and proposals remains under review.** The Local **INSERTED: Plan** **DELETED: Development Framework** anticipates major change in or adjacent to parts of the Central Conservation Area but this is not expected or proposed to the same extent for the remainder of conservation areas.
- 8.49 The Orwell Estuary provides an important **INSERTED: ecological network and** landscape setting for Ipswich and helps define its history. It is characterised by its broad expanse of water and its gently rolling, wooded banks. The transition between the built-up character of Ipswich and open countryside is quite sharply defined around most of the present Borough boundary, with the transition from urban to rural appearance and uses being clearly appreciable.
- 8.50 For wildlife habitats **INSERTED: , an ecological network approach has been adopted in accordance with the National Planning Policy Framework. Ecological networks are an effective way to conserve wildlife and biodiversity where habitats have become fragmented. They support its resilience to pressures such as urban development and climate change. The network includes internationally, nationally and local designated sites which are protected in accordance with the National Planning Policy Framework. DELETED: and geology, the protection to designated sites set out in Planning Policy Statement 9, Biodiversity and Geological Conservation, is considered comprehensive and will be used to guide the consideration of activities that could harm designated wildlife or geological sites of international, national, county or local significance, which will be identified on the proposals map.** Development in the vicinity of areas with nature / wildlife and geological designations must take into account the wider effects on those sites. The Council also recognises its biodiversity responsibility under the Natural Environment and Rural Communities Act 2006. This Act introduced the requirement for public bodies, in exercising their functions, 'to have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'.
- 8.51 Ipswich **DELETED: has growth point status and** will see significant new building over the plan period. It is therefore essential that opportunities be taken through development to conserve and enhance the biodiversity **INSERTED: and canopy cover** that is essential to life. This will include in some cases providing and enhancing strategic green space, such as the existing **INSERTED: ecological networks** **DELETED: network of wildlife corridors**, with biodiversity features, and in all cases incorporating provision for biodiversity. This could include green roofs or walls for insects and birds, wood piles for beetles, **DELETED: or** nest boxes for birds **INSERTED: , and in ecological networks can increase permeability of wildlife in new development through biodiversity enhancements.** Therefore the policy will apply to all new developments in the Borough. Development at the Northern Fringe will provide an opportunity to contribute to biodiversity.
- 8.52 The plan has been subject to an Appropriate Assessment under the Habitats Directive. This concluded that visitor numbers to the Orwell Estuary will increase as a result of growth in the Ipswich Policy Area and could adversely affect the Estuary's Special Protection Area for birds. Measures to avoid and mitigate any such potential impacts are included in the plan. **INSERTED: An update of this Appropriate Assessment is being undertaken alongside this plan.**

- 8.53 Scheduled Ancient Monuments are designated by the Secretary of State ~~INSERTED: who must approve any works that might affect them, having consulted English Heritage as the body responsible for national policies on their maintenance and recording. DELETED: and the records are held by the national agency, English Heritage.~~ English Heritage also develops policies to protect the monuments. Consent is required to undertake works that could affect them. This national protection ~~INSERTED: National policy~~ obviates the need for a local policy on this matter. ~~INSERTED: Proposals affecting Ipswich heritage assets should be informed by the Historic Environment Record for Suffolk maintained by the County Council which is also DELETED: Suffolk County Council holds the Historic Environment Record for Suffolk including Ipswich and they are~~ consulted on planning applications that could affect archaeology. Ipswich's archaeological legacy is important in helping to tell the town's story and will therefore be protected and managed in accordance with ~~INSERTED: the NPPF DELETED: Planning Policy Statement 5.~~ ~~INSERT NEW PARAGRAPH:~~
- 8.54 Living ancient monuments such as veteran and near veteran trees in the ancient stage of their life are of interest biologically, aesthetically and culturally because of their age. Ancient and semi-natural woodlands and veteran trees are irreplaceable habitats of high biodiversity value should be protected from development that would result in significant damage.
- 8.55 English Heritage also has a role registering historic parks and gardens. Whilst registration offers no additional statutory protection, it is a material consideration in development management.
- 8.56 In addition to protected Listed historic buildings, there are many buildings of local townscape interest ~~INSERTED: (on 'local lists')~~ that are not just confined to conservation areas but are located throughout Ipswich. Some of these buildings ~~INSERTED: may be DELETED: are~~ the main architectural landmarks of distinction in the local area. Many such buildings were designed ~~DELETED: by local architects~~ during the 19th and 20th Centuries ~~INSERTED: by local architects.~~ ~~DELETED: The government's proposed heritage protection reforms encourage local planning~~ ~~INSERTED: Local authorities~~ ~~INSERTED: are encouraged~~ to prepare inventories of ~~INSERTED: such buildings DELETED: of local interest ("Local Lists")~~ and add these to ~~INSERTED: the Historic Environment~~ ~~INSERTED: Record DELETED: Records.~~ ~~INSERTED: It is government policy that these non-designated heritage assets should be taken into account when determining planning applications to ensure DELETED: that proper consideration is given to their retention so~~ ~~INSERTED: as to DELETED: that these help DELETED: to maintain local distinctiveness and a sense of place.~~ ~~DELETED: There is already an~~ ~~INSERTED: An Ipswich Local List dating from 1977 DELETED: , which~~ ~~INSERTED: has been DELETED: will be updated and adopted as a supplementary planning document during~~ ~~INSERTED: 2013 DELETED: 2011.~~
- 8.57 All the designated sites or areas will be listed in the ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan~~ ~~INSERTED:) DELETED: and Site Allocations and Policies~~ development plan ~~INSERTED: document DELETED: documents~~ and will be identified on the ~~INSERTED: policies DELETED: Proposals~~ Map.
- 8.58 The Council will encourage the conservation and efficient use of natural resources in order to work towards sustainable 'one planet' living in Ipswich. This will be implemented through a development management policy in Part C of this document that applies the framework provided by the Code for Sustainable Homes and BREEAM rating. In addition, new development will be required to minimise waste generated.
- 8.59 Policies for the protection of assets through the development management process are set out within Part C of this document.
- 8.60 This policy supports plan objective 1.

POLICY CS5: Improving Accessibility

DELETE PARAGRAPH:

8.61 The Regional Spatial Strategy sets out transport objectives to:

- Manage travel behaviour and the demand for transport;
- Encourage the efficient use of existing transport infrastructure;
- Enable the provision of the infrastructure and transport services necessary to support communities and growth; and
- Improve access to jobs, services and leisure facilities.

8.62 Ipswich is **INSERTED: planning for growth** **DELETED: a growth point** and ways therefore need to be found to optimise the accessibility of new developments without increasing congestion. The town benefits from being relatively compact, which lends itself to cycling and walking.

8.63 In addition, the transport sector is a significant source of carbon dioxide emissions, which need to be reduced as part of a comprehensive approach to tackling climate change. It is also responsible for the pollution in the Ipswich Air Quality Management Areas and therefore there are also potential health benefits to tackling vehicular emissions through a comprehensive approach to mobility and access. Therefore the following policy will be applied to all development.

POLICY CS5: IMPROVING ACCESSIBILITY

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

8.64 If people are to be encouraged to walk, cycle and use public transport, to help the town achieve environmental and health objectives, then developments must be located and designed such that these modes rival the car for cost and convenience **INSERTED: and that routes are more pleasant in the surroundings such as along avenues or ecological networks.**

8.65 The **INSERTED: Travel Ipswich scheme** **DELETED: proposed Major Scheme 'Ipswich - Transport Fit for the 21st Century'** has been developed over recent years to support regeneration objectives through an integrated package of sustainable transport measures. It will include changes to the town centre bus interchanges; expansion and improvement of other bus facilities; an Urban Traffic Management and Control system; a Real Time Passenger Information system; and a detailed programme of improvements to walk/cycle routes and crossings in and around the town centre.

8.66 The **INSERTED: Travel Ipswich** **INSERTED: scheme** **DELETED: Major Scheme** will deliver wide-ranging improvements for users of these modes **DELETED: if funding is forthcoming from the Government.**

8.67 This policy is also aimed at ensuring the accessibility of buildings and developments by people whose mobility is impaired.

POLICY CS6: The Ipswich Policy Area

8.68 Ipswich has relatively tight administrative boundaries and clearly there are cross boundary issues that are relevant to the development and future of ~~DELETED: both~~ the Borough ~~INSERTED: ,~~ ~~DELETED: and~~ the urban area of Ipswich ~~INSERTED: and surrounding areas~~.

8.69 This has long been recognised within the ~~INSERTED: former~~ Suffolk Structure Plan via the identification of the 'Ipswich Policy Area'. ~~INSERTED: The Ipswich Policy Area consists of Suffolk County Council, Babergh District Council, Ipswich Borough Council, Mid Suffolk District Council and Suffolk Coastal District Council and the Ipswich Policy Area Board consists of councillors and is a key vehicle for cross boundary planning.~~

~~DELETE PARAGRAPH:~~

8.70 ~~The Regional Spatial Strategy identifies Ipswich as a key growth location within the Haven Gateway sub-region. The Haven Gateway comprises parts of Babergh, Mid Suffolk, Suffolk Coastal and all of Colchester, Ipswich and Tendring. It was is recognised as one of the main sub-regions in the East of England and has been awarded Growth Point status.~~

~~DELETE PARAGRAPH:~~

8.71 ~~The RSS adopts the notion of an Ipswich Policy Area by allocating housing to that area as follows:~~

- ~~• At least 20,000 for the Ipswich Policy Area consisting of:~~
- ~~• At least 15,400 within Ipswich Borough;~~
- ~~• Up to 600 in Babergh;~~
- ~~• Up to 800 in Mid Suffolk; and~~
- ~~• Up to 3,200 in Suffolk Coastal.~~

8.72 ~~DELETED: Regional Spatial Strategy Policy H1 also refers to the need for coordination and consistency of approach between neighbouring authorities. In planning strategically for housing, employment and infrastructure provision, the Council will need INSERTED: to continue to work closely with neighbouring local authorities to ensure a coordinated approach INSERTED: in line with the Duty to co-operate.~~

POLICY CS6: THE IPSWICH POLICY AREA

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

- Formal working through the Ipswich Policy Area Board or other relevant forums ~~INSERTED: and developing a jointly agreed strategy;~~**
- Joint working on ~~INSERTED: Local Plan~~ ~~DELETED: LDF~~ evidence gathering, monitoring and updating, to ensure a consistent approach; and**
- Joint working ~~DELETED: through the Haven Gateway Partnership~~ to develop shared approaches, such as that for strategic green infrastructure.**

The preparation of joint development plan documents is not proposed at present ~~INSERTED: but may be necessary later in the plan period~~ ~~DELETED: , but will be reconsidered as part of the review of this Core Strategy.~~

8.73 The Council recognises the importance of joint working on Ipswich Policy Area matters, but at present considers that this can best be achieved through means other than the preparation of formal joint development plan documents ~~INSERTED: at present.~~ ~~DELETED: This position will be reviewed when the Council comes to review the Core Strategy.~~

- 8.74 In the meantime the Borough Council will have the opportunity to comment on key strategic planning applications in neighbouring authorities as well as work on their respective Local ~~INSERTED: Plans~~ ~~DELETED: Development Frameworks~~. Neighbouring authorities, including parish councils, will have the opportunity to comment at all stages of the production of the Ipswich Local ~~INSERTED: Plan~~ ~~DELETED: Development Framework~~.
- 8.75 As a starting point the Borough Council has been instrumental in setting up an Ipswich Policy Area Board involving Councillors from the Borough Council, the neighbouring authorities (Suffolk Coastal, Mid Suffolk and Babergh) and the County Council to focus on and discuss development issues. More details on this are provided within Chapter 10.

LIVE

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

8.77 It is divided into the following six policies:

POLICY CS7:

The Amount of New Housing Required

POLICY CS8

The Balance between Flats and Houses

POLICY CS9

Previously Developed Land Target

POLICY CS10

Ipswich Northern Fringe

POLICY CS11

Gypsy and Traveller Accommodation

POLICY CS12

Affordable Housing

8.78 These are addressed in turn below:

POLICY CS7: The Amount of Housing Required

8.79 ~~The Regional Spatial Strategy gives the~~ ~~an adopted~~ ~~target to allocate land to accommodate~~ ~~at least~~ ~~15,400~~ ~~additional residential~~ ~~dwelling~~ ~~units~~ between 2001 and 2021 ~~(at 700 dwellings per annum)~~ and a further 700 dwellings per annum thereafter to 2027. Following updated population and household projection modelling work, the Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. However given the capacity constraints of housing land supply in the Borough, there will be a need to engage with neighbouring authorities through the Ipswich Policy Area to meet future population and household needs. ~~This is equivalent to 770 dwellings per year. However, the Council revised this figure to 700 dwellings per annum (14,000 from 2001 to 2021) in the light of additional local evidence.~~

8.80 ~~Since 2001~~ ~~In the nine years that have elapsed since 2001~~, various developments have been built or received planning permission ~~and 6,903 dwellings were completed between 2001 and 2011~~. ~~A number of developments continue to have unimplemented planning permissions and some remain under construction.~~ Therefore, the number of dwellings that the Council will need to allocate land for through the Local ~~Plan~~ ~~Development Framework~~ process is ~~now~~ fewer than ~~13,550~~ ~~14,000~~ ~~required to 2031~~. Table 2 below sets out the housing land supply and requirement figures as at April ~~2013~~ ~~2010~~ ~~, looking forward to 2031.~~

TABLE 2 HOUSING LAND SUPPLY AND REQUIREMENT AT APRIL ~~2010~~ 2013

		Number of dwellings	Discounted Numbers	Cumulative Numbers
1	Dwellings <ins>Dwellings</ins> completed between 2011 <ins>2011</ins> and 2013 <ins>2013</ins> 2010	6,566 <ins>379</ins>	-	6,566 <ins>379</ins>
2	Dwellings <ins>Dwellings</ins> under construction	673 <ins>574</ins>	-	7,239 <ins>953</ins>
3	Dwellings <ins>Dwellings</ins> with planning permission	2,137 <ins>1,654</ins>	1,923 <ins>1,489</ins>	9,162 <ins>2,442</ins>
4	Units <ins>Dwellings</ins> with a resolution to grant planning permission (subject to the prior completion of a Section 106 agreement)	836 <ins>653</ins>	752 <ins>588</ins>	9,914 <ins>3,030</ins>
5	Number of units <ins>dwellings</ins> required on new site allocations in a broad location <ins>, in a broad location</ins> and on windfall sites to 2022 <ins>2031</ins> (@ 700 dwellings p.a. <ins>@ 700 dwellings p.a.</ins>)	4,786 <ins>10,520</ins>		14,700 <ins>13,550</ins>
6	Requirement for <ins>Requirement for</ins> years 2022-2027 @ 700 p.a.	3,500		18,200

TABLE NOTES

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

Line 1: Actual numbers of dwellings built between 1st April 2001 and 31st March ~~2010~~ 2013. ~~Note that although 6,903 dwellings were completed to 2011 and not 7,000 as required, the Council is beginning from 0 dwellings in 2011.~~ Note that although 6,903 dwellings were completed to 2011 and not 7,000 as required, the Council is beginning from 0 dwellings in 2011.

Line 2: ~~Dwellings~~ Dwellings under construction at 31st March ~~2010~~ 2013 - assumed that all will be completed over the plan period.

Line 3: Other ~~units~~ dwellings with planning permission at 31st March ~~2010~~ 2013 - assumed that 10% of these will not be completed. ~~Note 150 dwellings reduction reflects site IP038: Great Whip Street planning permission being revised from 351 to 307 dwellings, and 47 Key Street disappearing from the housing land supply resulting in a reduction of 106 dwellings.~~ Note 150 dwellings reduction reflects site IP038: Great Whip Street planning permission being revised from 351 to 307 dwellings, and 47 Key Street disappearing from the housing land supply resulting in a reduction of 106 dwellings.

Line 4: ~~Units~~ Dwellings with a resolution to grant planning permission from the Council's Planning and Development Committee but which are awaiting completion of a Section 106

Agreement before planning permission is issued, at 31st March **INSERTED: 2013 DELETED: 2010** - assumed that 10% of these will not be completed.

Line 5: To reach the **INSERTED: local DELETED: regional** target of **INSERTED: 13,550 dwellings DELETED: 14,700 units** by **INSERTED: 2031 DELETED: 2022** **INSERTED: together with windfall sites,** further land will need to be allocated **INSERTED: , and a broad location identified,** for at least **INSERTED: 10,520 DELETED: 4,786** new homes.

DELETE LINE 6:

Line 6: Because the Core Strategy (see paragraph 8.77) is required to identify sites or broad areas for future development in years 11 to 15 of the plan period, the requirement has been extended to 2026-27 and added to the 2022 total.

- 8.81 National guidance in **INSERTED: the National Planning Policy Framework DELETED: Planning Policy Statement 3, Housing**, is that Local Planning Authorities should set out their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption of the relevant development plan document.
- 8.82 This should include identifying a specific supply of developable sites for years 1-10 from adoption and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated. **INSERTED: In the case of Ipswich this will be within the Borough boundary at this stage but future discussions will be required with neighbouring authorities within the Ipswich Policy Area due to capacity constraints. DELETED: (i.e. in the case of this Ipswich Core Strategy, for housing growth to about 2027).** **INSERTED: Windfall sites will also contribute to the housing supply and these are defined in the National Planning Policy Framework as sites not specifically identified as available in the Local Plan process and normally comprise previously-developed sites that have unexpectedly become available.**

DELETE PARAGRAPH:

- 8.83 **The issue of additional allocations and / or broad locations for growth up to 2027 is addressed as part of the consideration of Policy CS10.**

POLICY CS7: THE AMOUNT OF NEW HOUSING REQUIRED

The Council will INSERTED: endeavour to enable DELETED: continuous housing delivery INSERTED: to meet its objectively assessed housing need throughout the plan period DELETED: for at least fifteen years from the adoption of this plan. The Council will allocate land to provide for at least an additional INSERTED: 5,909 DELETED: 4,786 dwellings net to be provided in the Borough by INSERTED: 2031 DELETED: 2022. Sites will be identified through the INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) DELETED: and the Site Allocations and Policies Development Plan Document in accordance with the spatial strategy in this Core Strategy INSERTED: , in addition to the land allocated at the Northern Fringe.

DELETED: Land supply for the years 2021 to 2027 is addressed principally by the Northern Fringe development.

The Northern Fringe development will contribute significantly to meeting the housing needs of the Borough throughout the plan period.

INSERTED: To meet the remaining requirement of 4,611 dwellings to 2031, the Council will rely on windfall sites and will work with neighbouring local authorities to address housing need later in the plan period.

- 8.84 Table 2 shows that, as a result of housing completions between **INSERTED: 2011 DELETED: 2001** and **INSERTED: 2013 DELETED: 2010**, **DELETED: just under 7,500 units** **INSERTED: 13,121 dwellings** remain to be delivered between **INSERTED: 2013 DELETED: 2010** and **INSERTED: 2031 DELETED: 2022** in order to meet the requirement.

- 8.85 Taking account of the known supply at April ~~2010~~ ~~2010~~, and assuming that 10% of the units with planning permission or awaiting the signing of a planning agreement will not actually be built within the plan period, it is suggested that the Council should allocate land for at least ~~4,786~~ ~~4,786~~ dwellings. Sites will be allocated through the Site Allocations and Policies ~~and~~ ~~and~~ IP-One Area Action Plan ~~development plan~~ ~~document~~ ~~documents~~, having regard to the strategy set out within this document ~~and in CS10~~. The Council has undertaken ~~a~~ ~~an update to the 2010~~ Strategic Housing Land Availability Assessment (SHLAA) and is satisfied that sites within the Borough are capable of delivering the housing requirement ~~in the ten years to 2023~~.
- 8.86 The phasing of housing sites will be informed by the findings of the SHLAA, infrastructure delivery and the preparation of master plans. The SHLAA informs the Council's housing trajectory ~~, which is summarised below~~. It is based on recent contact with developers and landowners. ~~The SHLAA at March 2010 shows an indicative capacity of about 9,400 dwellings, and will be updated on an annual basis~~. It is from this potential supply that site allocations ~~are~~ ~~will be~~ drawn. Within the tightly drawn boundary of Ipswich, options for the housing land supply are inevitably limited ~~, hence the need to consider future development opportunities beyond the Borough boundaries~~. Table 3 below provides a breakdown of the housing land supply whilst Table 4 provides a breakdown by delivery period. Delivery will be monitored closely through the Council's ~~Authority~~ ~~Annual~~ Monitoring Report.
- 8.87 This policy supports plan objective 3.

TABLE 3 ESTIMATED HOUSING DELIVERY FOR INSERTED: 2013-2031 DELETED: 2010-2027 EXCLUDING CURRENT PERMISSIONS AS AT 1ST APRIL INSERTED: 2013 DELETED: 2010

Area of Ipswich	%age (dwellings) Previously developed land	Additional dwellings INSERTED: 2013-2031 DELETED: 2010-2022	DELETE COLUMN Additional dwellings 2022-2027
IP-One	100%	DELETED: 1,699 INSERTED: 999	
Rest of built up area	DELETED: 71% INSERTED: 75.8%	DELETED: 1,511 INSERTED: 1,458 (PDL: DELETED: 1,080 INSERTED: 1,105)	
Northern Fringe DELETED: south of railway line, west of Westerfield Road INSERTED: (see Policy CS10)	0%	INSERTED: 3,500 DELETED: 1,500	
DELETE ROW: Northern Fringe north of railway line east of Henley Road, and east of Westerfield Road (see Policy CS10)	0%	300	
Total DELETED: 2010-2022 INSERTED: 2013-2031 (excluding windfall and broad locations)	DELETED: 55% INSERTED: 35.3%	DELETED: 5,010 INSERTED: 5,957 (PDL: 2,104)	
Small windfall sites INSERTED: 2013-2031	100%	INSERTED: 1,080	300
Large unidentified brownfield sites INSERTED: 2023-2031	100%	INSERTED: 1,600	1,650
DELETED: Northern Fringe north of railway line east of Henley Road, and east of Westerfield Road (see Policy CS10) INSERTED: Residual need later in plan period	0%	INSERTED: 1,972	1,500
Total DELETED: 2022-2027 INSERTED: 2013-2031	DELETED: 57% INSERTED: 45.1%	INSERTED: 10,609 (PDL: 4,784)	3,450

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

Time period	2001- DELETED: 2009 INSERTED: 2011	DELETED: 2009-2010 INSERTED: 2011-2013	DELETED: 2010-2022 INSERTED : 2013- 2031	DELETE COLUMN: 2022-2027
Housing Delivery	DELETED: 6,177 INSERTED: 6,903	DELETED: 389 INSERTED: 379	DELETED: 8,518 INSERTED: 8,546	3,533
PDL%	DELETED: 95% INSERTED: 94.5%	DELETED: 95% INSERTED: 69.1%	DELETED: 71% INSERTED: 52.5%	57%

POLICY CS8: The Balance between Flats and Houses

- 8.88 National policy in ~~INSERTED: the National Planning Policy Framework~~ ~~DELETED: PPS3~~ calls for a variety of housing to be provided in terms of tenure, type and size in order to support the creation of mixed and sustainable communities. This demands an understanding of the existing dwelling stock, and the nature and needs of existing and projected future households. It also requires some understanding of the Ipswich housing market. A Strategic Housing Market Assessment (SHMA) of the Ipswich housing market area was published in November 2008 and provides evidence to support policy preparation on this matter. ~~INSERTED: The SHMA has subsequently been updated with the most recent version published in August 2012.~~
- 8.89 It identifies key housing issues for Ipswich as follows:
- Ongoing need for significant affordable housing, primarily small homes reflecting decreasing household size;
 - Ipswich's cheapest housing stock for sale is dominated by small, two and three bedroom terraced homes, but this stock is ageing and often in poor repair;
 - Meeting the housing needs of an ageing population;
 - Responding to demographic changes - Ipswich is seeing growth in its student population, and in Black and Minority Ethnic communities;
 - Reconciling a constrained land supply and decreasing household size with a current oversupply of flats and poor perceptions of flats; and
 - Matching the jobs to be created with the housing workers will want and need.
- 8.90 The affordable housing need is primarily for small homes including smaller family homes, whilst for market housing, provision will need to match aspirations for job creation and improved qualification levels.
- 8.91 Creating sustainable communities requires the Council to compare the stock with the need for both market housing and affordable housing and the likely profile of household types requiring housing (e.g. do they contain children, are they single person households?).
- 8.92 The main drivers for change identified in the SHMA are:
- The growth of employment and housing ~~DELETED: in the Haven Gateway;~~
 - Investment aimed at raising qualification and income levels in Ipswich;
 - An ageing population;
 - The growing presence of students; and
 - Fast growing BME groups in Ipswich.

POLICY CS8: THE BALANCE BETWEEN FLATS AND HOUSES

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

Exceptions to this approach will only be considered where:

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

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

- 8.93 A balance of types of properties is need across the plan period, rather than a significant majority of one type at one time. The approach set out in this policy will help to ensure a variety of provision.
- 8.94 The market has a key role to play in this issue. **INSERTED: Between 2001 and 2011 the** ~~DELETED: The recent~~ housing supply in Ipswich ~~DELETED: has~~ consisted mainly of flats. ~~DELETED: About 75% of the dwelling units approved or built between 2001 and 2006 in Ipswich were flats (although at 2005, flats still only represented 18.7% of the Ipswich dwelling stock).~~ More recently flats have proved vulnerable to changing market conditions, demonstrating the speed with which the market view can change.
- 8.95 In the wider Ipswich housing market however, the ~~DELETED: recent~~ growth in the provision of flats in central Ipswich has been complemented by housing development elsewhere in the Borough, such as at Ravenswood, and on residential sites outside the Borough but within the Ipswich Policy Area.
- 8.96 The approach to mix on major sites reflects the fact that larger schemes can best integrate a variety of housing types and can do so whilst still achieving appropriate densities, according to their location. ~~DELETED: Of the major residential developments on which completions took place during 2007-2008, 50% of the sites contained a mix of dwelling types. Of planning permissions for major residential development at 1st April 2009, nearly 50% of the schemes include a mix of dwelling types.~~
- 8.97 This policy links closely with Policy CS2, which sets out a locational approach to development density, Policy CS7 **INSERTED: in** setting out the housing requirement, and Policy DM30 which covers housing density. Density is inextricably linked with the dwelling types and sizes that a development can incorporate together with the amount of land needed to meet the housing requirement. Central sites should be high-density developments (containing a higher proportion of flats); sites in or close to district centres should be medium-density developments (a mix of flats and houses or town houses); and sites elsewhere should be low-density developments (containing a higher proportion of houses).
- 8.98 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that a range of sites are available for different areas of the housing market. The exceptions in this policy allow a degree of flexibility in controlled conditions.
- INSERT NEW PARAGRAPH:**
- 8.99 **Self Build or Custom Build is seen to support the individual self-builder, or community group for the delivery of low cost sustainable housing on small scale infill or windfall sites, or as part of large-scale planned development, for example at the Northern Fringe, and will help in the delivery of a wide choice of high quality homes.**
- 8.100 The Council will check the mix of housing being provided on large sites through the **INSERTED: Authority** ~~DELETED: Annual~~ Monitoring Report.
- 8.101 This policy supports plan objectives 3 and 4.

POLICY CS9: Previously Developed Land Target

- 8.102 **INSERTED:** The Government encourages the use of previously developed land known as brownfield land through the National Planning Policy Framework and enables local planning authorities to consider setting locally appropriate targets. **DELETED:** Planning Policy Statement 3 'Housing', requires 60% of all new residential development to be provided on previously developed land. The Regional Spatial Strategy takes this target and incorporates employment development also, so that 60% of all development is to take place on previously developed land (Policy SS2).

POLICY CS9: PREVIOUSLY DEVELOPED LAND TARGET

DELETED: From 2010 to the end of the plan period in 2027, at least 60% of development will take place on previously developed land. **INSERTED:** The Council will focus development on previously developed land first while recognising that greenfield land will need to be developed to meet its objectively assessed housing need and forecasted jobs growth. This reflects the locational strategy set out in Policy CS2, which focuses development primarily into central Ipswich. It will in turn be reflected in site allocations made in the **INSERTED:** Site Allocations and Policies (incorporating IP-One Area Action Plan **INSERTED:**) **DELETED:** and Site Allocations and Policies development plan document.

- 8.103 Between 2001 and **INSERTED:** 2013 **DELETED:** 2010, **INSERTED:** 93% **DELETED:** 95% of new residential development in Ipswich took place on previously developed land. The Council is proud of its very strong record in this area. However, as previously developed sites become redeveloped and regenerated, it will become more difficult to sustain this proportion of development on previously developed land over the plan period. **INSERTED:** The twin approach adopted of urban regeneration plus greenfield urban extension ensures that the Council can address its objectively assessed housing need.

DELETE PARAGRAPH:

- 8.104 Whilst the SHLAA sites do not necessarily represent future site allocations, they are the pool from which those allocations would be drawn. Of the SHLAA supply, approximately 59% is previously developed land and 41% greenfield land, excluding planning permissions. The Council's published housing trajectory as at 1st April 2010, which includes planning permissions and an expected windfall allowance, shows the anticipated amount of development on PDL is approximately 67%.
- 8.105 In terms of employment development, between 2001 and **INSERTED:** 2013 **DELETED:** 2008, quite a high proportion has taken place on greenfield land, largely because of the role that Ransomes Europark has played in meeting demand. This will decline now as Ransomes Europark nears completion. Of the Borough's employment land supply at April **INSERTED:** 2013 **DELETED:** 2009, **INSERTED:** the majority of **DELETED:** all the supply is on previously developed land, except the remaining land at Ransomes Europark **INSERTED:**, land north of Whitton Lane and land at Airport Farm Kennels.
- 8.106 It does not necessarily follow that previously developed land is less biodiverse than greenfield land. For example, in some instances former industrial processes can create conditions suitable for certain communities of plants **INSERTED:** and animals to flourish that would not normally be found in **INSERTED:** such a locality. Therefore policy DM31 will apply to all sites.

POLICY CS10: Ipswich Northern Fringe

- 8.107 The Council needs to **INSERTED: meet the full, objectively assessed needs for housing in the Borough DELETED: identify broad locations and specific sites that will enable the continuous delivery of housing for at least 15 years from the date of adoption INSERTED: (National Planning Policy Framework paragraph 47) DELETED: (PPS3 paragraph 53).** Specific sites will need to be identified for the first **INSERTED: five DELETED: ten** years of the plan period. For the **INSERTED: following ten years DELETED: last five years**, specific sites or broad locations can be indicated.
- 8.108 Urban regeneration objectives have led the Council to focus development into central Ipswich over recent years. This has supported the successful regeneration of the Waterfront and Ipswich Village, introducing a greater range of uses into each, thereby adding to their diversity and vibrancy. This strategy has seen significant redevelopment of previously developed sites within the town (including **INSERTED: 93% DELETED: 95%** of all housing between 2001 and **INSERTED: 2013 DELETED: 2009**). It has benefited from rationalisation and restructuring in the employment sector away from more land intensive activities such as manufacturing, so that sites such as that on Ranelagh Road (formerly Compair Reavell) have come forward for mixed use redevelopment. However, the manufacturing sector has shrunk significantly and therefore it raises the question as to how far into the future the rationalisation of land uses in the centre of Ipswich will sustain a supply of brownfield sites.
- 8.109 The tight urban boundary to Ipswich Borough means that there is only one area of extensive greenfield land still available on the periphery of the town and within the Borough. The land is located on the northern edge of the urban area and is known as the Northern Fringe. Development of the Northern Fringe would represent a major urban extension to the town. This could work against the plan's spatial strategy set out in policy CS2 by undermining urban regeneration efforts **INSERTED: , however to meet objectively assessed housing need, developing the whole Northern Fringe is required. DELETED: Therefore, the questions as to whether the Northern Fringe land is needed as part of the fifteen year land supply, and how or when it would be released if so, are strategic issues to be determined through the Core Strategy.**

POLICY CS10: IPSWICH NORTHERN FRINGE

Land at the Northern Fringe of Ipswich DELETED: , north of Valley Road/Colchester Road and between Henley Road in the west and Tuddenham Road in the east, will form INSERTED: a key component of the DELETED: main source of supply of housing land in Ipswich INSERTED: during the plan period due to the limited availability of previously developed land DELETED: after 2021.

INSERTED:

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

Land use	Approximate area in hectares
Public open space	40
A Country Park (additional to the public open space above)	24.5
Residential development of approximately 3,500 dwellings	102

A District Centre providing:	3.5
<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; iii. Up to 1,320 sq m net of services uses including non-retail Use Class A1, plus A2 to A5 uses; iv. A reserved site for a health centre; v. A library; vi. A police office; vii. A multi-use community centre; and viii. Appropriate residential accommodation in the form of upper floor apartments. 	
Two Local Centres together providing:	1.5 including 0.5ha per local centre in the Northern and Eastern neighbourhoods and 0.5ha within the Northern neighbourhood for the country park visitor centre / community centre.
<ul style="list-style-type: none"> i. Up to 500 sq m net of convenience retail floorspace ii. Up to 600 sq m net of comparison retail floorspace; and iii. Up to 500 sq m net of service uses including non-retail Use Class A1, plus Classes A2 to A5. 	
A secondary school within the Eastern neighbourhood	9
Three primary schools	6
Primary road infrastructure, including a road bridge over the railway to link the Northern and Southern neighbourhoods	8.5
Total	195

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

DELETED: However, due to the limited availability of previously developed land in the rest of the town, the delivery of 1,000 dwellings will be expected to commence prior to 2021 on land to the east of Henley Road and south of the railway line. A

prerequisite for any development being granted planning permission in the Northern Fringe will be the **DELETED: prior adoption** **INSERTED: preparation** by the Council of a supplementary planning document providing a development brief to:

- a. guide the development of the whole Northern Fringe area;
- b. **DELETED: identify** **INSERTED: 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. **INSERTED: identify the detailed location of a district and two local centres and other supporting infrastructure; and**
- d. **INSERTED: provide guidance on the sequencing of housing and infrastructure delivery required for the development** **DELETED: set out a schedule of infrastructure charges.**

DELETED: The Borough Council will start to prepare the supplementary planning document as soon as the Core Strategy is adopted.

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 within the Northern Fringe as envisaged by CS16 and as shall be more particularly identified in the SPD.

INSERTED: 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 Northern Fringe development.

DELETED: Should housing delivery be falling significantly short of requirements, the Council would at that time need to consider allowing additional land in the Northern Fringe to be released for development prior to 2021.

- 8.110 The indicative capacity at the Northern Fringe identified in the Strategic Housing Land Availability Assessment **INSERTED: has been reduced to 3,500** **DELETED: is about 4,500** dwellings **INSERTED: following early capacity work on the Northern Fringe Area Development Brief supplementary planning document.** The Council has identified a need for 13,550 dwellings between 2011 and 2031, and the Northern Fringe forms a key component of meeting this need. **DELETED: When determining its views on the precise number and timing of delivery of dwellings needed at the Northern Fringe, the Council will use a range of evidence including the Ipswich Housing Needs Study projections for the whole of Ipswich Policy Area, projections for employment demand, demand for Ipswich Borough housing stock and for other Social Housing, together with an estimate of the level of existing vacant property and other relevant factors to assist it in reaching its view on the appropriate household and dwelling growth numbers for the Policy Area and the Borough area.**
- 8.111 The Council will work with Babergh, Mid Suffolk and Suffolk Coastal District Councils to ensure optimum sustainable distribution of housing within the Ipswich Policy Area, bearing in mind the amenity **INSERTED: and ecological** value of the countryside outside the Borough boundary as well as within it, and the increased congestion effects of any development outside the Borough boundary.
- 8.112 The policy provides for residential led development at the Northern Fringe. **DELETED: This would include some or all of the areas between Henley Road in the west, and Tuddenham Road in the east and north of Valley Road/Colchester Road.** The County Council's Structure Plan in 2001 concluded that of all major greenfield sites around the edge of Ipswich, the north Ipswich area

was the most appropriate next one to build on. This conclusion was reached following an independent examination of various options.

- 8.113 In practical terms there are no other areas within the Borough boundary that the Council could realistically identify as having the potential as a broad location of future growth for the final ~~INSERTED: ten years of the~~ ~~DELETED: phase of the 15 year~~ plan period.

~~DELETE PARAGRAPH:~~

- 8.114 ~~The Council recognises that it will need to keep the delivery of housing under review and it may be the case that further housing is required within the Northern Fringe up to 2021. At most, the Council envisages that this might mean a maximum of 1,500 dwellings would be required in the Northern Fringe prior to 2021. The final paragraph of the policy allows for this.~~
- 8.115 ~~DELETED: In developing an area even for 1,000 to 1,500 dwellings, the~~ ~~INSERTED: The~~ infrastructure requirements ~~INSERTED: at the Northern Fringe will~~ ~~DELETED: are likely to be~~ significant and include new roads ~~INSERTED: ecological networks~~ and green ~~INSERTED: corridors~~ ~~DELETED: routes~~, new public transport routes and services, green infrastructure such as allotments and sports facilities, new schools, new recreation provision, ~~DELETED: new healthcare provision~~ and local shopping facilities. This infrastructure can also deliver benefits to the existing communities in the area and help to sustain them. The proper planning and delivery of this infrastructure is most likely to result from a comprehensive approach to development in the area. ~~INSERTED: The detailed infrastructure requirements of the development of approximately 3,500 dwellings at the Northern Fringe and trigger points for the delivery of the items of infrastructure are identified in Table 8B in Chapter 10 of the Core Strategy. Prior to development on the Ipswich School Playing Fields site, replacement sports facilities will be required to be first provided in accordance with Policy DM28. INSERTED: The site for replacement playing fields is allocated to the west of Tuddenham Road and north of the railway line. DELETED: Infrastructure requirements were considered during the appeal by Mersea Homes against the Council's refusal of outline planning permission for major residential led development at the Northern Fringe (application reference IP/09/00465/OUT). The Secretary of State dismissed the appeal on 30th September 2010. Key conclusions about infrastructure provision from the letter and the Inspector's report are reflected in the policy above.~~
- 8.116 The total number of dwellings likely to be accommodated at the Northern Fringe ~~DELETED: could be as much as~~ ~~INSERTED: is up to 3,500~~ ~~DELETED: 4,500~~ in the longer term, but this will be determined through a review of the Core Strategy. The Council will commence a review of the Core Strategy in 2012/13. This will provide plenty of opportunity for interested parties – be they developers, landowners, local residents or others – to get involved and have their say prior to the extent of Northern Fringe development being determined. However, ~~INSERTED: In order to~~ ensure that any development proposed for this area ~~DELETED: prior to 2021~~ conforms to a coherent plan, work on the supplementary planning document ~~INSERTED: commenced in early 2012 following the adoption of the Core Strategy in December 2011. Any planning application for the development of the area, which is submitted before the adoption of the Core Strategy Focused Review or the Supplementary Planning Document, will be required to have regard to the content of emerging policy and guidance in Policy CS10 and the Supplementary Planning Document respectively. This is to ensure the proper long term planning of the Northern Fringe area to deliver sustainable, integrated development. Key conclusions about infrastructure provision at the Northern Fringe from the Secretary of State's dismissal of the appeal by Mersea Homes in September 2010 are reflected in the policy above. DELETED: will commence as soon as the Core Strategy has been adopted. The work on the supplementary planning document will incorporate sufficient flexibility to allow for a wide range of housing numbers for the Northern Fringe.~~
- 8.117 This policy supports plan objective 3.

POLICY CS11: Gypsy and Traveller Accommodation

- 8.118 Ipswich has 43 permanent pitches for Gypsies and Travellers at present, but a **INSERTED: future Gypsy and Traveller Accommodation Assessment (GTAA)** **DELETED: single issue review of the Regional Spatial Strategy** **INSERTED: will identify the** **DELETED: has concluded that** the Borough needs to **INSERTED: 2027.** **DELETED: provide an additional 15 permanent pitches by 11, and a further 3% per year thereafter to 2021.** In addition, national guidance requires the Core Strategy to include a criteria based policy to guide the siting and location of sites for Gypsies and Travellers. The accommodation needs of Gypsies and Travellers need to be considered alongside those of the 'settled' population.
- 8.119 Work is being undertaken with neighbouring authorities, the County Council and the Gypsy community to identify possible sites to meet the need to provide additional pitches in the Ipswich Policy Area. The policy will provide the context for the ongoing provision of pitches over the plan period.

POLICY CS11: GYPSY AND TRAVELLER ACCOMMODATION

Provision will be found within the Ipswich Policy Area for additional **INSERTED: permanent pitches to meet** **DELETED: any shortfall in provision required by Regional Spatial Strategy to 2021, and thereafter such further** **INSERTED: the need as** **DELETED: may be** **INSERTED; will be** identified through the Gypsy and Travellers Accommodation Assessment. **DELETED: (or such other review mechanisms as shall replace it).** Sites will be allocated through the Site Allocation **INSERTED: and Policies (incorporating** **DELETED: and IP-One** **INSERTED: Area Action Plan** **DELETED: AAP** **INSERTED:)** development plan document **DELETED: DPDs** **INSERTED: to meet need in the first five years.**

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

- a. The site should be located:
 - i. where it would be well served by the road network; and
 - ii. where possible, within 1km of basic services including the public transport network.

- b. The site should be:
 - i. accessible safely on foot, by cycle and by vehicle;
 - ii. large enough to allow business activities to be carried out;
 - iii. free from flood risk and significant contamination;
 - iv. safe and free from pollution;
 - v. capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities;
 - vi. proportionate in size to any nearby settlements, to support community cohesion; and
 - vii. where possible, located on previously developed land.

- c. The site should not have a significant adverse impact on:
 - i. the residential amenity of immediate or close neighbours;
 - ii. the appearance and character of the open countryside or conservation areas;
 - iii. sites designated to protect their nature conservation, **INSERTED: ecological networks,** geological, historic or landscape qualities; and

iv. the physical and social infrastructure of local settlements.

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

~~DELETED: In line with the GTAA Regional Spatial Strategy, the~~ The Council will work with Suffolk County Council and neighbouring authorities to develop ~~INSERTE~~**INSERTE**~~d: a~~
~~DELETED: the~~ South Suffolk transit site between Ipswich and Felixstowe.

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

- 8.120 Sites for Gypsies and Travellers could be privately or publicly provided - the criteria will apply equally to both, as they are about creating safe and healthy living conditions and providing sites within a reasonable distance of basic services such as schooling. Basic services include primary school, secondary school, convenience store, health centre or GP surgery, children's play facility, pharmacy and meeting place.
- 8.121 Sites will be sought to meet the joint needs of Ipswich and neighbouring authorities for permanent pitches within the Ipswich Policy Area. All neighbouring local planning authorities ~~INSERTE~~**INSERTE**~~d: will have~~ ~~DELETED: had~~ needs identified by the ~~DELETED: RSS~~
~~and~~ Gypsies and Travellers Accommodation Assessment (GTAA) carried out in ~~INSERTE~~**INSERTE**~~d: 2013~~ ~~DELETED: 2007~~. The joint GTAA 2007 ~~INSERTE~~**INSERTE**~~d: previously identified~~
~~needs and~~ is currently being updated and is expected to be published ~~INSERTE~~**INSERTE**~~d: in 2013.~~
~~DELETED: towards the end of 2014. The identified need will inform the site allocations in~~
~~the subsequent DPDs and a future review of the Core Strategy.~~
- 8.122 The Council will work with Suffolk authorities to meet the joint transit needs and the needs of travelling showpeople. The ~~DELETED: GTAA update will review needs and the~~ Council will demonstrate through the Site Allocation ~~INSERTE~~**INSERTE**~~d: and Policies (incorporating~~ ~~DELETED: and~~
~~IP-One Area Action Plan)~~ ~~DELETED: AAP~~ ~~INSERTE~~**INSERTE**~~d: development plan document~~ ~~DELETED:~~
~~DPDs~~ where and when this need will be met.
- 8.123 Just as affordable housing is delivered through the planning system in larger housing developments where there is a local need, so the needs of Gypsies and Travellers should be met in a more systematic manner.
- 8.124 The Council will work with the Gypsy and Traveller communities to ascertain need in particular locations, prior to the identification or allocation of sites.
- 8.125 The existing site at West Meadows is a large one containing 41 pitches. Whilst the Council would not limit the size of new sites, anecdotal evidence of preferences in the Gypsy and Traveller community locally is for smaller sites to provide pitches for family groups.
- 8.126 This policy supports plan objectives 3 and 10.

POLICY CS12: Affordable Housing

- 8.127 Affordable housing is defined in **INSERTED: the National Planning Policy Framework** **DELETED: Planning Policy Statement 3, Housing**, as 'including social rented⁸, **INSERTED: affordable rented**⁹ and intermediate housing¹⁰, provided to specified eligible households whose needs are not met by the market'. National policy requires local planning authorities to set an overall target for the amount of affordable housing to be provided. **DELETED: Regional Spatial Strategy sets a target for 35% of housing coming forward across the region to be affordable.**
- 8.128 The Ipswich Housing Needs Study 2005 looked at housing needs across the Borough. It has been partly updated through the Strategic Housing Market Assessment **INSERTED: (SHMA)** in 2008 **INSERTED: , which has further been updated through a SHMA in 2012.** Combined findings of the **INSERTED: three** **DELETED: two** studies indicate that:
- around 66% of households are owner occupiers, 22% live in the social rented sector and 12% in the private rented sector;
 - one quarter of households consist of older persons only, and such households account for 37% of all Council accommodation;
 - around 12% of the net affordable housing requirement comes from key worker households;
 - nearly 2% of households live in overcrowded homes, whilst 34% under occupy their dwelling;
 - when households were asked in 2005, around two thirds of their previous house moves had been within the Borough;
 - Ipswich has lower than average property prices;
 - **INSERTED: there is a need for an additional 584 affordable homes per year;**
DELETE BULLET:
 - **there is a shortfall of affordable housing 2005-2010 of 798 units per annum and ongoing need thereafter;**
 - the need is most acute for small properties, notably 2 bedroom homes, and is geographically widespread; and
 - 80% of any affordable target should be social rented housing.

POLICY CS12: AFFORDABLE HOUSING

The Council will work with partners to provide affordable housing to meet identified needs in Ipswich. All new developments of 10 dwellings or more (or on housing sites of 0.3ha or more) are required to include provision for affordable housing (based on percentages of floorspace, not dwelling numbers) as follows:

- 35% affordable housing provision in schemes of 15 or more dwellings or 0.5ha or more; and**
- 20% affordable housing provision in schemes of between 10 and 14 dwellings or 0.3 to 0.49 ha.**

⁸ Rented housing owned and managed by local authorities and **INSERTED: private registered providers** **DELETED: registered social landlords** for which guideline target rents are determined through the national rent regime, or by other persons and provided under equivalent rental arrangements as agreed with the local authority or **INSERTED: with the Homes and Communities Agency** **DELETED: Housing Corporation as a condition of grant.**

⁹ **INSERTED: Rented housing let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).**

¹⁰ **INSERTED: Homes for sale and rent provided at a cost above social rent** **DELETED: Housing at prices and rents above those of social rent**, but below market **INSERTED: levels** **DELETED: price or rents**, and which meet certain criteria. It can include shared equity products, other low cost homes for sale and intermediate rent **INSERTED: , but not affordable rented housing.**

At least 80% of affordable housing provision should consist of ~~DELETED: social~~ rented housing ~~INSERTED: (excluding intermediate housing)~~, subject to viability.

The Council will only consider reducing the requirement for the proportion of affordable housing in an open market development where an independent ~~INSERTED: viability~~ assessment of the applicant's development costs is carried out at the applicant's expense, which justifies a local percentage figure on viability grounds ~~INSERTED: , where the Council disputes the applicant's conclusions.~~

- 8.129 The targets will be subject to viability testing on a site by site basis, using a recognised toolkit.
- 8.130 The targets will guide the requirement for affordable housing on allocated sites and windfall sites, but actual provision on each site will be determined through negotiation having regard to:
- development size;
 - site development costs;
 - the requirement to deliver new housing;
 - scheme viability including the availability of Social Housing Grant; and
 - costs associated with other planning objectives such as planning to reduce carbon emissions.
- 8.131 If the Council agrees that provision at 35% or 20% is not viable on a specific site, then a lower percentage, to be agreed, will still be expected. In agreeing any lower provision through Section 106 Agreements, the Council will look to build in the flexibility to increase the amount in a rising market.
- 8.132 Because of the extent of housing need in Ipswich, the Council considers it appropriate to set a threshold for affordable housing provision at 10 dwellings. The lower target at 20% reflects the reduced capacity for economies of scale in smaller developments.
- 8.133 The Council wishes to see at least 80% of affordable housing provision as housing for social rent. The Housing Needs Study indicated that need amounts to 80% of provision. The Council has to balance need with the requirements of the development industry and the need to ensure schemes are delivered. Recent practice in Ipswich ~~INSERTED: prior to 2011~~ has been based on 65% of provision for social renting and the remainder mainly shared ownership. However, difficulty in disposing of shared ownership units, together with ongoing high levels of need for rented housing, support an increase in this proportion.
- 8.134 The Ipswich 2005 Key Worker Study recognised the need for appropriate housing for key workers, but also found that key workers' wage rates compared well with other pay levels in the local economy. For this reason, we believe that current Homebuy arrangements meet the needs of key workers locally and we would not wish to encourage development of specific housing for key workers. This will be kept under review.
- 8.135 Policy CS17 sets out the approach to planning standard charges and clearly states that affordable housing will remain outside the standard charge system. A more detailed affordable housing policy is set out in Part C.
- 8.136 The ~~INSERTED: NPPF~~ ~~DELETED: PPS3~~ definition of affordable housing will apply in implementing this policy.
- 8.137 The policy implements plan objective 3.

WORK

- 8.138 It is equally important that the Council plans for employment issues as well as for new housing. This section addresses the strategic issues **INSERTED: for jobs growth within the Ipswich Policy Area to 2031** **DELETED: associated with the Regional Spatial Strategy requirement to provide for an additional 30,000 jobs between Ipswich Borough, Babergh and Suffolk Coastal between the years 2001 and 2021.**
- 8.139 It is divided into the following two Policies:
- Policy CS13: Planning for Jobs Growth
- Policy CS14: Retail Development.
- 8.140 These are addressed in turn below.

POLICY CS13: Planning for Jobs Growth

- 8.141 **DELETED: Ipswich is a growth point and a key centre for development and change.** **INSERTED: The wider Ipswich area is identified as a principal economic growth location in the Suffolk Growth Strategy 2013.** Whilst the focus of monitoring and meeting delivery targets is generally on residential development at a national level, it is essential that housing growth in Ipswich is **INSERTED: supported** **DELETED: matched** by employment growth. **DELETED: The town cannot support a growing population without commensurate change in the level of accessible jobs provision.**

POLICY CS13: PLANNING FOR JOBS GROWTH

The Council will promote sustainable economic growth in the Ipswich Policy Area, **INSERTED: with a focus on the delivery of jobs within the Borough.** It will encourage the provision **INSERTED: of in the region of** **DELETED: at least** **INSERTED: 12,500** **DELETED: 18,000** jobs between **INSERTED: 2011** **DELETED: 2001** and **INSERTED: 2031** **DELETED: 2025** by:

- a. allocating at least 30ha of land for employment development (in Use Classes B1, B2 and B8) through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan** **INSERTED:)** **DELETED: and Site Allocations and Policies** development plan **INSERTED: document** **DELETED: documents**;
- b. protecting for employment uses **INSERTED: in** existing employment areas, which will be identified through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan** **INSERTED:)** **DELETED: and Site Allocations and Policies** development plan **INSERTED: document** **DELETED: documents** and on the **INSERTED: policies** **DELETED: proposals** map;
- c. allocating land for other employment-generating uses including education, **INSERTED: leisure, tourism and hospitality, and retail** **DELETED: development and leisure development**, through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan** **INSERTED:)** **DELETED: and Site Allocations and Policies** **INSERTED: development plan document** **DELETED: documents**;
- d. allocating 16.7ha of land at the site of the former Crane's factory at Nacton Road as a strategic employment site, with the principal access taken from Ransomes Way. The site will be safeguarded for B1, B2 and B8 uses. Other

uses would only be permitted if they secure the delivery of the strategic employment site;

- e. supporting the growth of University Campus Suffolk and Suffolk New College in order to raise skills and qualifications levels in the workforce; and
 - f. taking a lead with local partners to ensure that coordinated action is taken to encourage sustainable economic growth and protect local jobs, and by drawing up a delivery plan with local partners to ensure these aims are implemented.
- 8.142 ~~DELETED: The East of England Plan sets a target of 30,000 jobs to be provided in the Suffolk Haven Gateway (excluding Mid Suffolk District) between 2001 and 2021. Ipswich is a key economic driver of the~~ INSERTED: Ipswich Policy Area within the Suffolk Economy ~~DELETED: Haven Gateway area and will therefore provide a significant proportion of these. The Haven Gateway Employment Land Study 2005 forecast growth of 17,800 jobs in Ipswich between 2001 and 2021 (see Table 5).~~
- 8.143 A ~~DELETED: more recent (2009) joint Employment Land Review~~ INSERTED: was undertaken in 2009 ~~DELETED: has been carried out~~ by Ipswich Borough Council, Suffolk Coastal District Council and ~~Babergh~~ District Council through the Haven Gateway Partnership and in conjunction with Suffolk County Council. It recommended that a cross boundary approach be taken within the Ipswich Policy Area to ensure jobs provision. INSERTED: The Council is working in partnership with local authorities on the Suffolk Growth Strategy as agreed in February 2013 and also ~~DELETED: The Council will therefore seek to work~~ through the Ipswich Policy Area Board INSERTED: and ~~DELETED: or~~ other joint working forums INSERTED: as they arise to ensure that sustainable economic growth is achieved.
- 8.144 The INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) ~~DELETED: and Site Allocations and Policies~~ development plan INSERTED: document ~~DELETED: documents~~ will translate the overall land requirement into sites. The Council will ensure that enough land is available, including a variety of site sizes and locations to suit different employment-generating activities. The 16.7ha of land allocated at the former Crane’s site is additional to the 30ha specified in clause a. of the policy.

DELETED: TABLE 5

	Net Job Change 2001 to 2021
Agriculture	-100
Manufacturing	-1500
Electricity, Gas and Water	-100
Construction	0
Distribution	600
Retail	2200
Hotels and Catering	200
Transport and Communications	2500
Banking, Finance and Insurance	800

Other Business Services	7900
Public Admin and Defence	-500
Health and Education	3300
Other Services	2500
Total	17800

8.145 It should be noted that the jobs **INSERTED: growth aspiration** **DELETED: target in the Regional Spatial Strategy** covers all sectors and not just the employment use classes of B1 office, B2 general industry and B8 warehousing and distribution. **INSERTED: The jobs figure is lower than that previously identified to reflect more recent evidence from the East of England Forecasting Model in 2012 and covers the period 2011 to 2031. The previous figure was derived from an indicative target of 30,000 jobs for the Suffolk Haven Gateway area including Suffolk Coastal and Babergh District Councils between 2001 and 2021 as identified in the East of England Plan.**

8.146 In allocating sites for employment development, the Council will take account of the sectors projected to have the highest jobs growth **INSERTED: over the plan period as identified in the Suffolk Growth Strategy** **DELETED: between 2006 and 2026 as identified in the Suffolk Haven Gateway Employment Land Review (2009)** **INSERTED: , and those growth sectors identified in the New Anglia Local Enterprise Partnership Plan for Growth.** These include:

INSERT NEW BULLETS:

- advanced manufacturing and technology;
- energy;
- information and communication technology;
- finance and insurance;
- food, drink and agriculture;
- ports and logistics;
- life sciences, biotechnology and bloodstock;
- tourism; and
- creative and cultural industries.

DELETE BULLETS:

- construction;
- retail / hotels;
- distribution;
- finance and other business services; and
- public services.

DELETE PARAGRAPH

8.147 The study also identified specific sectors which have a strong locational advantage in Ipswich compared to the rest of the region, combined with sectors showing strong growth rates since 1998. These give an indication of the sectors that are most likely to prosper in the future. They include:

- water transport;
- financial and insurance activities;
- electricity, gas, steam and hot water supply;
- public administration and defence, and compulsory social security;
- support activities for transportation, and travel agencies; and
- health and social work.

8.148 The Regional Spatial Strategy **INSERTED: required** **DELETED: requires** that readily serviceable regionally significant strategic sites are identified within the Haven Gateway to support regeneration at Ipswich including its role in communications technology, and development

associated with port expansion at Felixstowe. **INSERTED: The Suffolk Growth Strategy identifies these in conjunction with local authority Local Plans.**

- 8.149 The Employment Land Review investigated both demand/need for and the possible supply of strategic employment sites in the Ipswich area. It concluded that there is capacity for a site in Ipswich, in addition to other possible sites within the Ipswich Policy Area. The former Crane's site will function as Phase II of the Ransomes Europark development and help to consolidate an important employment corridor. **DELETED: Any additional greenfield employment land provision in the vicinity of Crane's will need to be resisted until Crane's has been substantially developed, in order to ensure its delivery. Only when the Crane's site is substantially complete will options for a possible Phase III be considered.** The site's location is indicated on the Key Diagram. A detailed site boundary is defined on the **INSERTED: policies DELETED: Proposals** Map.
- 8.150 The site is allocated for B1, B2 and B8 uses under the Use Classes Order. Office uses are directed to the town centre through the approach to the location of development set out in policy CS2. This will further be reflected in site allocations to be made in the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document DELETED: IP-One Area Action Plan** and is in accordance with **INSERTED: the National Planning Policy Framework DELETED: PPS4**, which defines offices as a town centre land use. However, B1 office uses may exceptionally be considered acceptable at the former Crane's site, if they are linked to other on-site activities such as research and development that require a large site, or are directly related to the key growth sectors identified **DELETED: in the Regional Spatial Strategy and/or Employment Land Review** and are therefore performing a strategic role. The site could also be suitable for the provision of some starter units to support new businesses.
- DELETE PARAGRAPH:**
- 8.151 **The Council recognises that there are likely to be some issues associated with the viability of developing the whole site for employment purposes. If the applicant considers that some non-B Class uses are needed in order to deliver strategic employment on the site, the Council will require open book accounting and an independent assessment of viability calculations, to be carried out at the applicant's expense. The Council will look to permit the minimum amount of enabling development in order to deliver employment (B Class) uses. Employment uses will be required to occupy at least 10ha of the site. In the event that a flexible approach is adopted to the site's development, the Council would require a Section 106 Agreement to ensure the actual development of the employment components of the site. The Council may be prepared to consider an element of enabling retail development on the site providing it complies with PPS4 and Policy DM23.**
- 8.152 The former Crane's site has good public transport accessibility with four bus routes passing it.
- 8.153 The tourism sector is a significant sector in Ipswich. **DELETED: In 2006, direct tourist spend in Ipswich amounted to £140m and overnight stays numbered 974,000.** Policies elsewhere in the plan set out the approach to **INSERTED: arts, cultural and tourism DELETED: cultural and leisure** provision in the town. The Council will support University Campus Suffolk by safeguarding the campus for uses needed to deliver the university and college developments.
- 8.154 The Council will not be able to deliver the required jobs growth working alone. It will work with partners and the market to aid delivery. Particularly important will be joint work through the **INSERTED: Suffolk Growth Strategy and with the New Anglia Local Enterprise Partnership DELETED: Haven Gateway Partnership** to deliver the infrastructure needed for jobs; **DELETED: work with the oneipswich partnership to address local issues and ensure that the benefits of job creation reach those who most need them;** and work with the Homes and Communities Agency to explore the need and opportunities for direct intervention to support the land supply e.g. through land purchase or remediation.
- 8.155 The Council will also work through other areas of service delivery to support jobs growth, for example through marketing, **DELETED: and** promotion **INSERTED: and investment** activity **DELETED: , and using its own land holdings** to support employment, where appropriate.

POLICY CS14: Retail Development

- 8.156 **DELETED: The Regional Spatial Strategy identifies Ipswich town centre as a regional centre of strategic importance for retail and other town centre purposes (RSS Policy E5). Ipswich town centre is ranked 35th nationally.** As the county town serving a significant rural hinterland, and relatively isolated from competing centres, it is an important focus for shopping, working, sport, culture, leisure, education and civic life for Ipswich residents and a wider population.
- 8.157 Within the Ipswich Policy Area the population is forecast to grow over the plan period, which will generate new retail expenditure. However, neighbouring centres such as Colchester and Bury St Edmunds have both enjoyed more recent investment in town centre retailing, and there are other pressures on the centre such as the general economic downturn, nearby out of town retail parks largely outside the Borough, and Internet shopping. Therefore there is no room for complacency in planning to maintain and enhance Ipswich's role as a regional centre.
- 8.158 Improving the retail offer in Ipswich is an important objective of the Council. It is recognised that this needs to be done in as sustainable a manner as possible having regard to transport issues and the importance of increasing the vitality and viability of the central area and key district centres (see Policy CS2).
- 8.159 For retail policy purposes, Ipswich town centre is the defined Central Shopping Area. The area sits in the historic core of the town to the north of the Waterfront. It has the advantages for the user of being attractive, compact and largely pedestrianised. The area is also a focus for other town centre activities such as the New Wolsey Theatre, the Regent Theatre and the Town Hall and Corn Exchange. The Central Shopping Area is complemented by a growing specialised retail role with food and drink venues in the vicinity of the Waterfront. It is important that the Council manages the physical and functional linkages between the two areas to maintain a positive relationship and ensure that retail development at the Waterfront does not harm the vitality and viability of the town centre.

POLICY CS14: RETAIL DEVELOPMENT

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

Through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document**, the Council **INSERTED: intends to DELETED: will** extend the Central Shopping Area to include the Westgate quarter **DELETED: and the land south of Crown Street and Old Foundry Road** and allocate sites for retail development within it. This will enable the delivery **INSERTED: in the region of DELETED: at least INSERTED: 15,000 DELETED: 35,000** sq m net of additional floorspace to diversify and improve the retail offer. **INSERTED: Further allocations will be made through the Site Allocations DPD review following a review of the Retail capacity study to address provision after 2026.**

DELETED: Major Retail development **INSERTED: over 200 sq m net** in edge of centre or out of centre locations will be considered in light of national policy and the Council's aim to enhance the role, vitality and viability of Ipswich Central Shopping Area.

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

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

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

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

LEARN

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

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

POLICY CS15: Education Provision

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

POLICY CS15: EDUCATION PROVISION

The Council will continue to support the development of educational facilities at Suffolk New College and University Campus Suffolk. Land for the further development of these facilities **DELETED: specifically the existing campus site and Phase 3 of the University scheme of development**, will be identified and safeguarded for education use through the **INSERTED: Site Allocations and Policies (Incorporating IP-One Area Action Plan INSERTED:) development plan document**.

DELETED: The Council also supports the development of a new 14 - 19 centre outside the Borough near Copdock, to serve the western half of Ipswich, as well as large parts of South Suffolk.

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

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

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

Any education needs associated with development at the Northern Fringe will be identified and sites safeguarded through the development brief to be prepared as a supplementary planning document.

8.170 The developments at Suffolk New College and University Campus Suffolk are vitally important to the future well-being and prosperity of the town. The Council has been fully supportive of these initiatives and it is important that this support continues.

DELETE PARAGRAPH:

8.171 The new 14 - 19 centre that will provide enhanced facilities and opportunities for people in the western half of the town has been supported by the Council although the actual site is just outside the Borough boundary. This should significantly improve opportunities in this area and complement the existing strengths within secondary schools in the eastern half of the town.

8.172 ~~DELETED: As a consequence the 14 - 19 centre will take some of the pressures off secondary school accommodation issues.~~ It is not considered by the County Council that a new secondary school site is required within the Borough boundary although if a Northern Fringe development were to take place (see Policy CS10) in the future, ~~INSERTED: then DELETED: it is possible that~~ a new secondary school ~~INSERTED: will DELETED: may~~ be needed as part of it due to the scale of development and the capacity in the nearby schools.

8.173 The Council is supportive of the principle to substantially upgrade education facilities - and recognises that there is a need for substantial regeneration within existing sites. However, in some cases school facilities are not available for community use out of hours. The Council will therefore press for the community use of facilities where possible.

8.174 At primary level, whilst local issues will be set out within the ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:)~~ ~~DELETED: and Site Allocations and Policies~~ development plan ~~INSERTED: document DELETED: documents~~, the specific growth related development pressures and the need to improve facilities are considered to necessitate new ~~INSERTED: or extended~~ primary ~~DELETED: schools~~ ~~INSERTED: school provision within DELETED: on the eastern and western sides of~~ the town. These should be facilitated within the ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:)~~ ~~DELETED: or Site Allocations and Policies~~ development plan document and are included within the list of strategic projects in Part D.

8.175 At pre-school level the Council recognises the importance of nursery and children's centre provision and the importance of these being located in sustainable locations. Thus these uses should be encouraged within or adjacent to the district centres listed in paragraph ~~INSERTED: 8.34 DELETED: 8.31~~.

8.176 This policy supports objectives 5 and 9.

PLAY

- 8.177 Cultural facilities, including leisure, play and sporting provision, are important for residents and visitors to the town, as is open space.
- 8.178 The Government in **INSERTED: the National Planning Policy Framework** **DELETED: Planning Policy Guidance Note 17 (PPG17)** points out how open space, sport and recreation can support many different objectives, including **INSERTED: making an important contribution to the health and well-being of communities** **DELETED: supporting regeneration and promoting healthier lifestyles and community cohesion**. There is one key policy under this heading, which is Policy CS16.

POLICY CS16: Green Infrastructure, Sport and Recreation

- 8.179 Ipswich contains a variety of public and private open spaces, sport and recreation facilities that serve a range of different functions. The strategic spaces, **INSERTED: ecological networks** **DELETED: corridors** and facilities contribute fundamentally to the character and appearance of the town, and to quality of life. Examples include: the River Gipping corridor, the importance of which is recognised through the River Strategy; Belstead Brook Park; Orwell Country Park; and the large town parks such as Christchurch Park, Holywells Park **INSERTED: ,** **DELETED: and** Chantry Park **INSERTED: and Bourne Park**. There are also smaller local spaces and facilities, which are essential for sustaining communities. The Ipswich Open Space, Sport and Recreation Study 2009 identifies all the different types of open space, sport and recreation facility. Open space provision is generally lowest in the north of the Borough, with an under-provision of parks and gardens in the North West and North East Area Forum areas, amenity green space in the North East area, and natural and semi-natural green space in the North West, Central and North East areas. Other deficits affect more of the Borough, for example there is a significant shortfall in provision for young people across the Borough (such as skateparks, kickabout areas and youth shelters).
- 8.180 As the Borough grows, it is essential to protect, enhance and extend the network of open spaces, **INSERTED: ecological networks, canopy cover** **DELETED: green corridors**, and sports and recreation facilities. This is important in order to: allow people access to green space and nature; strengthen ecological networks that enable wildlife to migrate more easily around the town; link inner and outer parts of the Borough by providing walking and cycling routes; provide opportunities for formal and informal recreation; and to enhance the appearance of the town. The potential benefits are many - for example improved biodiversity, health and fitness, flood attenuation and better air quality.
- 8.181 The **INSERTED: former** Regional Spatial Strategy **INSERTED: required** **DELETED: requires** the identification, protection, creation, enhancement and management of areas and networks of green infrastructure in local development documents. **INSERTED: The National Planning Policy Framework** **DELETED: Planning Policy Guidance Note 17 Planning for Open Space, Sport and Recreation** requires local authorities to set local standards for open space, sport and recreation facilities, based on a local assessment of needs. It also states that existing sites and facilities should not be built on unless they have been shown to be surplus.

POLICY CS16: GREEN INFRASTRUCTURE, SPORT AND RECREATION

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

benefit of biodiversity, people and the management of local flood risk. It will do this by:

- a. requiring all developments to contribute to the provision of open space according to the Borough's standards, identified strategic needs and existing deficits in an area;
- b. requiring major new developments to include on-site public open spaces and wildlife habitat. On-site provision must create a network or corridor with existing green infrastructure where such a **INSERTED: an ecological** network exists beyond the site boundaries;
- c. supporting proposals or activities that protect, enhance or extend open spaces and sport and recreation facilities;
- d. working with partners to prepare and implement management plans for green spaces, including visitor management plans for key parts of European sites within the Suffolk Coast and Heaths AONB to be completed by 2015, and a plan for Orwell Country Park that will result in a reduced impact upon birds in the Orwell Estuary;
- e. supporting the Greenways Project in working with communities and volunteers to manage green corridors in Ipswich;
INSERT NEW BULLET:
- f. **support the enhancement of canopy cover and ecological networks;**
- g. working with partners to improve green infrastructure provision and link radial **INSERTED: ecological networks** **DELETED: green corridors** with a publicly accessible green rim around Ipswich;
- h. working with partners to ensure the provision of a new country park in the urban fringe of north eastern Ipswich (e.g. within any Northern Fringe development - see Policy CS10);
- i. promoting improved access to existing facilities where appropriate; and
- j. reviewing the town's estate of sports facilities to consider how they can best meet the needs of a growing population.

The **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan** **INSERTED:)** **DELETED: and Site Allocations and Policies** development plan document will identify existing, new and proposed open spaces, sport and recreation facilities and **INSERTED: ecological networks** **DELETED: green corridors**.

8.182 The Council considers that an integrated network of accessible open spaces, sport and recreation facilities is an essential part of the Borough's infrastructure and character. It provides opportunities for formal and informal recreation and sport, for wildlife to flourish and migrate around the area and for sustainable travel around the town on foot or by cycle. It also improves the townscape, helping to break up and soften the urban area. The **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan** **INSERTED:)** **DELETED: and Site Allocations and Policies** development plan document will identify the sites and **INSERTED: networks** **DELETED: corridors**.

8.183 A development management policy in Section C of this document and Appendix 6 set out the local standards of provision of open spaces, sport and recreation facilities, based on the Ipswich PPG17 Study **INSERTED: , which has been updated by the Council's Parks and Open Spaces team**. The infrastructure plan in Section D of this document sets out the strategic green infrastructure needs. The Council recognises that it will need to work with neighbouring local authorities to implement this, as realistically parts of any such network will be outside the Borough

boundary. Strategic needs were identified by the Haven Gateway Green Infrastructure Strategy and the Council will consider the recommendations in planning future provision.

8.184 Open spaces can perform more than one function. An important role for some open spaces will be to act as flood water storage areas or flood paths. Flood risk assessments should where possible and appropriate, identify areas in valley bottoms at risk of flooding as flood management assets and keep them open.

8.185 The Council is investigating the need for sports, cultural and leisure provision in Ipswich. This will include a review of how the Borough's sports halls and school facilities can best meet the need for additional sports provision.

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8.186 The Council is keen to maximise the benefits of the London 2012 Olympics and contribute to the London organising committee's objective of "Staging an inspirational Games that capture the imagination of young people around the world and leave a lasting legacy." Ipswich is well positioned geographically to attract both Pre- Games Training Camps for teams preparing for the Olympics and then to host visitors attending the games at Stratford. The Council will work with its partners to ensure that the area benefits from business, cultural, sport, heritage and volunteering opportunities leading up to 2012 and beyond. It is a unique opportunity to increase participation in sport and a wide range of cultural and heritage activities.

8.187 One of the findings of the Appropriate Assessment of the Core Strategy and Policies plan was that the combined growth in Ipswich Borough and Suffolk Coastal District could harm the Special Protection Area in the Orwell Estuary, and could contribute to harm to European nature conservation sites in the Suffolk Coast and Heaths AONB. Policy CS16, particularly CS16 (d) and CS16 **INSERTED: (h) DELETED: (g)** commit the Borough Council to working with others to ensure the necessary mitigation is provided so that harm is avoided.

8.188 This policy links closely to policy CS17, as part of the standard charge payable in association with new developments will relate to the provision of strategic green infrastructure for the town.

8.189 This policy implements plan objective 8.

INFRASTRUCTURE

8.190 **DELETED: The Regional Spatial Strategy proposes significant growth for the town.** To enable **DELETED: this** development to take place in an appropriate manner it is essential that proper consideration is given to the infrastructure needs associated with the levels of development proposed. Whilst many infrastructure issues will just relate to individual developments, the Council believes that there are four areas where there is a need for strategic consideration of relevant issues within this document. These are:

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

**POLICY CS17:
Delivering Infrastructure**

8.191 **DELETED: As a growth point, it** It is critical that Ipswich receives the infrastructure it needs to support the delivery of both housing and jobs growth, and to ensure that existing communities can be sustained. It is important that growth should bring benefits to, and not adversely affect the quality of life of, existing communities. The **DELETED: recent** development at Ravenswood has shown how a new urban community can be developed, such that housing is delivered alongside schools, shops, open space, bus services and other facilities.

8.192 There are a number of ways to ensure infrastructure delivery **INSERTED: through the planning system.** **DELETED: The Government brought into force Community Infrastructure Levy (CIL) Regulations in April 2010, which were further amended in April 2011, and which indicate that CIL is optional for councils.** The existing system in Ipswich is that of **INSERTED: developer** **DELETED: planning** obligations **INSERTED: secured in Section 106 Agreements,** which cover on- and off-site requirements including affordable housing, open space provision, transport measures, and education provision. **DELETED: Planning obligations are legal agreements with the Council, entered into by developers.** However, this system has not adequately picked up more strategic infrastructure impacts or needs, and can be accused of lacking transparency for developers **INSERTED: when providing for standard off-site infrastructure in particular.**

8.193 Therefore the Council will adopt a standard charge approach to the delivery of infrastructure **INSERTED: alongside Section 106 Agreements, which was brought into force by the Community Infrastructure Levy (CIL) Regulations in April 2010.** This will permit the Council to pool developer contributions raised through the levy and spend on infrastructure requirements for both the neighbourhood in which the development forms a part and the whole of Ipswich. This will likely be adopted in **DELETED: run until 2014** **INSERTED: /15** at which time **INSERTED: Section 106 Agreements will secure only affordable housing, on-site infrastructure and specifically identified off-site infrastructure items that will not require the pooling of more than five obligations** **DELETED: pooled contributions will not be possible under CIL regulations. At this time the Council will move to a CIL-type approach.**

8.194 Infrastructure can take many different forms. Appendix 5 to this plan lists the types of infrastructure referred to in this policy.

POLICY CS17: DELIVERING INFRASTRUCTURE

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

INSERTED: Each development will be expected to meet site related infrastructure needs and where DELETED: 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, DELETED: each development INSERTED: developments will be required to contribute proportionately through a INSERTED: Section 106 Agreement commuted sum or CIL DELETED: standard charge.

DELETED: A supplementary planning document will be prepared that sets out:

- **the level and types of charges to be included within the standard charge;**
- **how the figures have been calculated;**
- **which types of development would be expected to contribute to each category of infrastructure; and**
- **a detailed infrastructure strategy and delivery plan.**

Each development will be expected to meet site related infrastructure needs outside the standard charge approach. Affordable housing and on-site open space provision will continue to be dealt with through planning obligations.

DELETED: The standard charge INSERTED: Section 106 Agreements will apply to all INSERTED: major developments INSERTED: 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 INSERTED: or not a planning obligation meets all of the statutory reasons ('tests') for granting planning permission DELETED: on-site provision of infrastructure meets the needs of the development and/or the needs of a wider area beyond the site itself.**

Agreed charges will be secured through a Section 106 Agreement.

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

1. **INSERTED: highways and transport;**
2. **INSERTED: childcare, early years and education DELETED: from early years to lifelong learning;**
3. **health and INSERTED: emergency services DELETED: adult care;**
4. **environment INSERTED: and conservation DELETED: including waste collection and disposal;**
5. **INSERTED: community and cultural facilities DELETED: culture;**
6. **sport and recreation;**
7. **INSERTED: economic development; and DELETED: community and community safety;**
8. **INSERTED: utilities. DELETED: emergency services**
9. **conservation; and**
10. **economic development.**

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

- **Ipswich flood defences;**
- **sustainable transport measures e.g. DELETED: additional park and ride, the Ipswich Major Scheme INSERTED: 'Travel Ipswich' and accessibility**

improvements between the Central Shopping Area, Waterfront and railway station;

- measures to increase east-west capacity in the transport system to ease congestion;
- strategic education provision of new schools;
- strategic green infrastructure including a country park;
- sports and leisure facilities serving the whole Borough;
- community facilities including GP surgeries and health centres;
- water management infrastructure;
- new primary electricity substation in Turret Lane; and
- town centre environmental enhancements.

There will be specific requirements linked to the Northern Fringe that will be identified in the development brief supplementary planning document that will be prepared in advance of any development taking place there.

8.195 Growth requirements across the Borough will place additional pressure on existing infrastructure and will therefore require improvements to be made to existing infrastructure, and the provision of new infrastructure. A number of pressures can be relieved through site-specific provision such as open space, children's play areas and the provision of affordable housing. However, there are other infrastructure improvements and requirements that cannot always be accommodated on-site, or that relate to strategic off-site facilities serving the whole neighbourhood or Borough. It is therefore appropriate to pool **INSERTED: developer** contributions towards off-site provision to help ensure its delivery.

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- 8.196 This policy applies primarily to residential and employment developments, as these are considered to potentially place the greatest pressures on the town's infrastructure through creating demand for goods and services. Other types of development will also be expected to contribute, although at a reduced level.
- 8.197 The policy will not be implemented until the supplementary planning document has been prepared setting out details of charges and mechanisms. In the interim, before the standard charge is introduced, developments will still be required to provide on-site play space and contributions towards education provision, in accordance with supplementary planning guidance notes.
- 8.198 Planning contributions will cover three levels of infrastructure provision:
- elements of site-related infrastructure;
 - off-site infrastructure; and
 - strategic infrastructure.
- 8.199 The directly site-related infrastructure, such as making an adequate access into the site, will normally be provided directly by the developer. Off-site infrastructure may be provided directly or subject to the standard charge or a contribution in kind such as the provision of land for facilities. Strategic provision will normally be subject to the standard charge. More detail on the types of infrastructure to be included is provided in the Infrastructure Schedule in Part D, and in Appendix 5.
- 8.200 Calculations will be based on the net increase in the number of bedrooms for residential development, and gross increase of 100 sq. m or more of non-residential floorspace. Student accommodation will be included as residential development on the basis of each cluster of up to 6 bedrooms equating to one dwelling.
- 8.201 Strategic infrastructure needs at 2010 are broadly identified in the policy. These, together with more local direct and indirect needs that would be identified scheme by scheme will provide the basis for calculating the charges to be levied on new developments. The system of charging and the basis for calculations will be set out in a supplementary planning document. It will be

reviewed annually through the Annual Monitoring Report and adjusted accordingly, for example as infrastructure is delivered items will be removed from the schedule.

- 8.202 Charges made are intended to fund the capital costs of provision rather than ongoing revenue costs, although an element of the latter may be included in some cases. For example, it could include revenue costs associated with the start-up of a facility. It is also likely that this money would be used as match funding to help secure funding from other external sources and maximise the amount that can be delivered via the standard charge. This will be monitored and reported on within each Annual Monitoring Report.
- 8.203 A proportion of the infrastructure charge receipts will be pooled centrally to aid the delivery of major capital projects associated with growth, and the administration of the standard charge scheme.
- 8.204 The amount at which standard charges are set is critical. It is not the Council's intention to compromise future investment in Ipswich or stifle needed development. The charging regime will be set out in a supplementary planning document following consultation with interested parties. Sums will be index linked. Where developers claim special reasons for not complying with the standard charge on the basis of scheme viability, an open book financial appraisal accounting method will be applied to negotiations. In these circumstances, the developer will be required to submit an independently verified financial appraisal at the planning application validation stage (the cost of which would be borne by the applicant).
- 8.205 The timing of payment of charges will be set out in the supplementary planning document.
- 8.206 Most strategic infrastructure provision outside the Borough boundary is excluded from the standard charges until Community Infrastructure Levy arrangements are in place that allow the schemes to be identified and costed. Work is underway within the Haven Gateway sub-region to identify infrastructure needs across the area and establish common approaches to charges and delivery. The relationship between the standard charge and Community Infrastructure Levy will be addressed through the supplementary planning document.
- 8.207 The delivery of infrastructure will be key to delivering sustainable growth. Key in this will be partnership working with the Local Strategic Partnership and the Haven Gateway Partnership. The Council has worked with the former to identify particular community needs in Ipswich, particularly around policing, health care and education. Through the latter, an Integrated Development Programme (2008) has been prepared that identifies the infrastructure needed to support growth in the sub-region. This includes a spatial package for IP-One and thematic packages for example for green infrastructure. This is also used as a bidding document for growth point funding to support delivery.
- 8.208 Responsibility for the delivery of infrastructure will be shared between developers, Ipswich Borough Council and key partners such as the ~~INSERTED: New Anglia Local Enterprise Partnership, DELETED: Local Strategic Partnership, Haven Gateway Partnership, utilities~~ companies, Highways Agency, Suffolk County Council ~~INSERTED: , neighbouring local authorities, DELETED: and the Environment Agency INSERTED: , the Homes and Communities Agency, Natural England and local community groups.~~

POLICY CS18: Strategic Flood Defence

- 8.209 Much of central Ipswich lies within the tidal floodplain of the River Orwell. Existing flood defences do not meet modern standards and will be inadequate to resist rising sea levels in the future. Thus many existing communities in the vulnerable areas do not or will not have adequate flood defences, and further regeneration in central Ipswich at the Waterfront and in Ipswich Village depends on the delivery of improved defences.
- 8.210 The Environment Agency, DEFRA and Ipswich Borough Council have agreed a Strategic Flood Defence Management Plan for Ipswich, which is in the process of being implemented. Its implementation is occurring in three phases:
- a. raising the lock gates at the entrance to the Wet Dock - this was done in December 2008;
 - b. raising the river walls on the east and west banks to the south of the Island Site - this commenced in 2009; and
 - c. installing a tidal flood barrier in the New Cut at the southern end of the Island Site - due ~~INSERTED: 2018 DELETED: 2014.~~

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

POLICY CS18: STRATEGIC FLOOD DEFENCE

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

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

- 8.211 The need for and importance of the Ipswich Flood Defence Strategy is central to the Core Strategy document. This is reflected within the objectives set out in Chapter 6. As such it should be recognised as one of the key pieces of infrastructure for which funding from the standard charges (Policy CS17) could be used as matched funding to help secure national flood defence funding.
- 8.212 It is recognised that the tidal surge barrier is unlikely to be in place until ~~INSERTED: 2018 DELETED: 2014~~, but the Council will work with the Environment Agency to ensure it is implemented as soon as possible and that, in the short term, as much preparatory work as possible is undertaken to enable the third phase (installation of the barrier) to be delivered as soon as the funding is secured.
- 8.213 The ~~INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document DELETED: IP-One Area Action Plan~~ will need to have particular regard to the flooding issues and the need to phase some developments to relate to the delivery of the tidal surge barrier. The DPD ~~DELETED: Area Action Plan~~ will identify those sites at risk. The ~~DELETED: outcome of the INSERTED: Ipswich Strategic Flood Risk Assessment (SFRA) DELETED: SFRA~~ Level 2 will inform allocations in this area and identify residual risks.

- 8.214 Part C of this document includes policies relating to flooding to reflect **INSERTED: the NPPF DELETED: PPS25** and the detailed findings of the Ipswich Strategic Flood Risk Assessment.
- 8.215 In the interim period it is recognised that the Council needs to work with its partners to put in place better arrangements to cope with emergency planning scenarios associated with flooding.
- 8.216 The Council is reasonably certain that the funding for the final phase of the flood defences will be forthcoming. It has already obtained Growth Point funding via the Haven Gateway Partnership to contribute to the overall cost of the project **INSERTED: , and has secured funding via the Growing Places Fund through the New Anglia Local Enterprise Partnership. The Council has made this project its top priority for the Community Infrastructure Levy.**
- 8.217 If it were not completed at all, then the Council would need to review urgently the spatial strategy and housing delivery in the Borough. It is the Council's belief that, without the barrier, even if all possible land at the Northern Fringe were brought forward for earlier development, the Borough may not be able to meet its growth targets to **INSERTED: 2031 DELETED: 2027**. In addition, the completion of regeneration at the Ipswich Waterfront and in **INSERTED: the part of the town centre near the railway station DELETED: Ipswich Village** would not be possible. If the Flood Defence Management Strategy were not completed, the Level 2 SFRA would need to be based on the existing situation with the current defences to ascertain the flood risk to the town.
- 8.218 This policy implements objective 7.

POLICY CS19: Provision of Health Services

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

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- 8.220 Ipswich Hospital NHS Trust and Suffolk Mental Health Partnership NHS Trust are currently rationalising their estate in Ipswich through their respective Estate Strategies for the Heath Road and St Clement's Hospital Sites. Modernisation is needed to better meet patient needs and address demographic change up to 2021 and beyond. In 2008, planning permission was granted for significant new mental health care facilities at St Clement's and Heath Road, which are currently under construction and due to open in 2010 and 2011 respectively.

POLICY CS19: PROVISION OF HEALTH SERVICES

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

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

In the case of the St Clement's Hospital site, the Council is satisfied that part of the site is no longer needed for health facilities, subject to related health facilities being acceptably relocated first. A detailed site allocation for alternative use on 12.57ha of the site will be made in the Site Allocations and Policies **INSERTED: (incorporating IP-One Area Action Plan) development plan document.**

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

- 8.221 The Heath Road Hospital is a strategic health facility serving Ipswich and the surrounding area. It is important that any rationalisation of uses there takes place in the context of a planned strategy for healthcare provision which itself takes account of the future growth of Ipswich and the Ipswich Policy Area. Decisions on changes to acute care provision need to be considered in the context of their health impact, in particular the community's ability to access services appropriately and in a timely fashion.
- 8.222 It is also essential that the travel implications are fully considered and measures put in place to encourage the use of sustainable modes where possible by staff, out-patients, and visitors. In particular, measures should tackle existing parking issues in surrounding residential areas and the Hospital should put in place monitoring to ensure that any measures are proving effective.
- 8.223 The St Clement's Hospital site consists of a number of buildings and open spaces, including the Victorian hospital building, and grounds to the front and rear. It excludes the St Clement's Golf Course. **DELETED: Part of the site is to be retained for continued mental health care provision, but a substantial proportion of the site is expected to become vacant in 2010.** The Strategic Housing Land Availability Assessment **INSERTED: update identifies** **DELETED: 2009 identified** this as a site that would be appropriate (in part at least) for a housing allocation for approximately **INSERTED: 227** **DELETED: 350** homes **INSERTED: following discussions with the landowner's representatives.** Accordingly, the reallocation of the site for these purposes will be dealt with through the Site Allocations and Policies **INSERTED: (incorporating IP-One Area Action Plan) development plan** document.

- 8.224 Where other healthcare sites become available for re-use, the Council will wish to be satisfied that they are not needed for other community uses before considering non-community uses. This is because it is difficult to find sites for such uses and once they are lost they are extremely difficult to replace.
- 8.225 With a growing population in Ipswich, several of the GP practices are currently looking to relocate, merge, expand or even all three. This process of adaptation could continue over the plan period. Allocations that include healthcare facilities will be made in the ~~DELETED: IP-One Area Action Plan~~ and Site Allocations and Policies ~~INSERTED: (incorporating IP-One Area Action Plan)~~ development plan document to deal with known needs now. For needs that emerge later in the plan period, the Council will seek to direct such uses to the town centre and district and local centres as these are the most accessible locations. Such locations are likely to result in less potential disturbance than in an entirely residential area and the centres could benefit from linked trips.
- 8.226 This policy supports plan objectives 9 and 10.

POLICY CS20: Key Transport Proposals

- 8.227 A key objective of the Council is to improve the pedestrian and cycle accessibility between key nodes in the central area, two of which are the Central Shopping Area and the Waterfront. It is recognised that better pedestrian crossings and other measures could improve the linkages between the shopping area and the Waterfront, and a number of such crossings are already planned.
- 8.228 Public transport is an important part of the current and future transport packages and therefore the Council continues to support the **INSERTED: Travel Ipswich DELETED: 'Ipswich: Transport Fit for the 21st Century'** scheme. More details on these proposals will be included in the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document**. The Council will look to close the Waterfront Northern Quays route to general traffic but retain limited access, e.g. for public transport and appropriate operational use by Waterfront businesses. The reduction in cars using the route along the Northern Quays will help to enhance the area as a pedestrian environment and a visitor attraction.
- 8.229 The Felixstowe to Nuneaton rail line is part of the Trans-European Network and there are long-standing proposals to upgrade this route - particularly to enable greater rail based freight movements from Felixstowe port. **DELETED: Currently all freight trains from Felixstowe need to come into or go through Ipswich station. The 'Bacon Chord' near Hadleigh Road, would be a short piece of new track that would enable trains to go direct from Felixstowe onto the Peterborough line without having to go into Ipswich station.**

POLICY CS20: KEY TRANSPORT PROPOSALS

The Council supports the **INSERTED: Travel Ipswich DELETED: 'Ipswich: Transport Fit for the 21st Century' scheme, which aims to reduce dependency on the private car by 15% within the lifetime of the Plan. This will improve bus station provision, passenger information, shuttle bus provision and pedestrian links between the Central Shopping Area, the railway station and Waterfront.**

The Council also supports the completion of the upgrading of the Felixstowe to Nuneaton rail line. DELETED: To assist with this the Council will protect, for rail use, the line of the 'Bacon Chord' near Hadleigh Road, Ipswich.

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

- 8.230 The Local Transport Plan (LTP) is a programme of transport works prepared by the Highway Authority. It is used to set out a strategic overview of transportation needs, and an implementation plan. The current LTP covers the period 2011 to 2031.
- 8.231 The Council supports the thrust of current national and local policy on transport which is on travel demand management.
- 8.232 There are concerns about highway capacity in the town centre, particularly within the Star Lane area. These capacity implications are closely linked to issues associated with the wider transport network – including the A14 and the Orwell Bridge.
- 8.233 The Council and partners commissioned a study to advise on the Gyratory, which reported in 2007 (the Ipswich Waterfront Study). The consultants advised that the two lanes of traffic should be reduced to one in both an easterly and westerly direction.
- 8.234 In the longer term, and to assist with addressing issues in the Star Lane gyratory, the Council also supports the provision of significant alternative east-west transport capacity. To this end, it

will, where it can be justified, continue to make a case for a package of measures including a Wet Dock Crossing and traffic management schemes to be included within each version of the Local Transport Plan, in order to:

- a. enable improvements to pedestrian and cycle routes between the Waterfront and the historic core of the town by subsequently reducing capacity on the Star Lane gyratory;
- b. enable the development of the Island Site for which access improvements, but not necessarily a Wet Dock Crossing, would be a prerequisite;
- c. enable the linking of high quality walking and cycling routes around the entire Waterfront area; and
- d. provide an alternative route for east-west movements which, along with appropriate traffic management schemes, would help to relieve congestion and air quality issues in the Gyratory, which in turn will support the town's economy and health.

8.235 Detailed proposals, including those for the Star Lane gyratory, ~~INSERTED: are DELETED: will be included in the INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document.~~

8.236 The delivery of a Wet Dock crossing (i.e. a new road linking Holywells Road/Duke Street with Hawes Street) is a long term prospect and it is as yet uncertain. It is recognised that it would only be likely to happen if the Island site comes forward for redevelopment. Potential funding sources include:

- LTP funding;
- Growth ~~DELETED: Point funding DELETED: - the possibility of the route is flagged up in the Haven Gateway Integrated Development Plan;~~
- developer contributions ~~DELETED: through standard charges for infrastructure delivery (see Policy CS17);~~ and
- part funding from any Island Site development.

8.237 The Island site in the Wet Dock is a key site in relation to the Waterfront regeneration. However, access to the Island is limited and therefore some form of additional access would be needed to bring the site forward for redevelopment.

8.238 At a minimum, a road bridge from the west bank to the Island site and a pedestrian and cycle bridge across the Wet Dock lock gates to the east bank will be required to enable any significant development on the Island.

8.239 In any event, the Council would resist any significant reduction of road capacity on the gyratory without the prior provision of either some alternative capacity (e.g. the Wet Dock Crossing) or significant and successful travel demand management measures.

8.240 This alternative capacity could also be provided via a northern bypass of the town. The Council will actively encourage key partners to investigate the possibility of a northern bypass, to address the issue of:

- (i) central east-west movement;
- (ii) movements within and around the north of Ipswich; and
- (iii) the capacity of the A14, particularly around the Orwell Bridge.

The Council will work with neighbouring authorities and Suffolk County Council to ensure that the merits and delivery options for some form of northern bypass are fully investigated. It is recognised that any such route would be within the Suffolk Coastal District Council and Mid Suffolk District Council areas (i.e. not between any possible Northern Fringe development - Policy CS10 - and Westerfield village) and therefore it is not practical to include such a route within this Strategy. However, the Council will encourage those authorities, together with Suffolk County

Council and other interested parties, to actively investigate such a route, and would be prepared to contribute to any such investigation.

8.241 A further issue is that of access by heavy vehicles to Ipswich Port, which is essential for its ongoing viability. At present vehicles often approach from the A14 via Nacton Road and Landseer Road and this causes disturbance problems for local residents living along the roads. In the First Deposit Draft Local Plan in 2001, the Council proposed a new link road from the port to a new junction with the A14. This attracted significant objection. The Council considers that this East Bank Link Road is unlikely to be deliverable over the plan period because public funding is not available and the Highways Agency is opposed to additional junctions on the A14. Therefore the Council does not propose to allocate a New East Bank Link Road within the **INSERTED: Plan DELETED: Framework**.

8.242 This policy supports objective 6 of the plan.

Part C: Development Management Policies

CHAPTER 9: Development Management Policies

- 9.1 **INSERTED:** This chapter sets out borough wide development management policies. Site and area specific policies are set out in the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. **DELETED:** The Local Development Scheme makes it clear that Ipswich's main development management policies will be set out within the Core Strategy and Policies document. This Chapter seeks to do that.
- 9.2 In setting out the development management policies below, the Council has been particularly mindful of the following three factors:
- the clear government guidance that development management policies should not just repeat what is already contained within national **INSERTED:** policy **DELETED:** or regional guidance (and in some cases legislation) - i.e. policies should be distinctive to Ipswich;
 - the policies set out within the Ipswich Local Plan 1997 **DELETED:** and the Ipswich First Deposit Draft 2001; and
 - the comments received during **INSERTED:** previous rounds of consultation prior to the adoption of this document **DELETED:** the Issues and Options consultation and the Preferred Options consultation.

SUSTAINABLE DEVELOPMENT

POLICY DM1: Sustainable Development

All new residential and non-residential buildings shall be required to achieve a high standard of environmental sustainability.

In this regard all developments exceeding the thresholds set out below shall achieve the following standards as a minimum unless, in exceptional circumstances, it can be clearly demonstrated that this is either not feasible or not viable:

TABLE 6 to be read in conjunction with Policy DM1

Timescales (grant of planning permission)	All dwellings (including apartments)		All other INSERTED: mixed residential and non-residential development with a gross external floorspace of 500 sq. m or more INSERTED: for the whole development*
	Developments of between 1 and 249 dwellings	Developments of 250 dwellings or more	
DELETED: From 2010	DELETED: Level 3 of the CfSH	DELETED: Level 4 of the CfSH	DELETED: BREEAM "Very Good"
From 2013 - <u>2016</u>	Level 4 of the CfSH	Level 5 of the CfSH	BREEAM "Excellent"
From 2016 <u>onwards</u>	Level 6 of the CfSH	Level 6 of the CfSH	BREEAM "Excellent"

Note: CfSH - Code for Sustainable Homes

* smaller developments of this type will be encouraged to achieve BREEAM “Very Good”.

- 9.3 This policy gives effect to a key strategic policy theme of the Local ~~INSERTED: Plan~~ ~~DELETED: Development Framework~~. It sets out the method by which the Local Planning Authority will support the achievement of the progressively increased standards of sustainability (including reduced carbon footprint and water use) for new development required by national planning and energy policy, through the granting of planning permission.
- 9.4 ~~DELETED: The Supplement to PPS1: Planning and Climate Change (SPPS1) sets out how regional and local planning can best support the achievement of the Government’s climate change policies and targets. Specifically it requires that local planning authorities “should help to achieve national timetables for reducing carbon emissions from domestic and non-domestic buildings”. The Building a Greener Future: Policy Statement (2007) announced~~ ~~INSERTED: The National Planning Policy Framework sets out how local planning can best support the achievement of sustainable development. Specifically it requires that local planning authorities plan with a presumption in favour of sustainable development. The aim of local planning authorities should be to adopt proactive strategies to mitigate and adapt to climate change and a move towards a low carbon future. When setting local requirements for a building’s sustainability, local authorities should do so in a way consistent with the Government’s zero carbon buildings policy and adopt nationally prescribed standards. The Government has further reiterated its commitment to reducing carbon emissions from new development, and that all new homes will be~~ ~~INSERTED: required to be zero carbon from 2016~~ ~~INSERTED: (Laying the foundations: A Housing Strategy for England, 2011) and the Budget in 2008 announced the Government’s ambition that all new non-domestic buildings should be zero carbon from 2019¹¹.~~
- 9.5 The East of England ~~DELETED: Plan emphasises the particular importance of this agenda to the region by highlighting its~~ ~~INSERTED: is particularly vulnerable~~ ~~DELETED: particular vulnerability~~ to the effects of climate change, which, considered in combination with the high level of planned development here with its potential contribution to emissions and water use, means that ~~INSERTED: adapting and~~ addressing climate change is a particularly urgent and challenging issue for the region. ~~DELETED: Policies ENV7, WAT1, ENG1 and ENG 2 of the East of England Plan all address the issue.~~
- 9.6 The policy therefore sets out challenging but achievable requirements for new development that broadly track the Government’s timetable for changes to the building regulations over the period of 2010 - 2016 set out in Building a Greener Future. These proposed changes are as follows:

Year	Improvement over the Building Regulations (AD L1A 2006)
DELETED:	
2010	25% (equivalent to Code 3 CfSH)
2013	44% (equivalent to Code 4 CfSH)
2016	Zero Carbon (equivalent to Code 6 CfSH)

~~INSERTED:~~ ¹¹ At the time of writing the Government is considering whether to amend this target for public sector buildings in 2018 and other non-domestic buildings in 2019, in a review of consultation on the new building regulations. This could impact whether BREEAM targets are still part of the Government’s agenda and therefore relevant to the Core Strategy (page 40, paragraph 1.109).
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/188357/budget2013_complete.pdf
.pdf

9.7 In Building a Greener Future Zero Carbon is defined as follows:

"For a new home to be genuinely zero carbon it will need to deliver zero carbon (net over the year) for all energy use in the home - cooking, washing and electronic entertainment appliances as well as space heating, cooling, ventilation, lighting and hot water."¹²

9.8 The Government department Communities and Local Government are currently consulting on the matter of a refined definition of zero carbon homes and non-domestic buildings. It is anticipated that this will result in a definition that will permit zero carbon to be achieved through a range of measures including (i) high standards of energy efficiency, (ii) the introduction of carbon compliance measures including on-site renewables and off-site directly connected systems (e.g. CHP powered district heating), and (iii) a range of "allowable solutions" to deal with residual carbon emissions.¹³

9.9 The Code for Sustainable Homes (CfSH) introduces **INSERTED: nine categories against which a home can be rated. Energy efficiency and water efficiency categories have their own minimum standards that must be achieved at every level of the CfSH, recognising their importance to the sustainability of any home. Other categories include better management of surface water run-off, waste management (including construction waste and encouraging household recycling, pollution and management of the home, all of which contribute to the sustainable performance of homes. DELETED: minimum standards for achieving water efficiency and conservation (including better management of surface water run-off) and waste management (including construction waste and encouraging household recycling) therefore requiring high levels of sustainability performance in these areas. East of England Plan Policy WM6 requires major developments to make provision for waste management facilities and consider innovative approaches to waste management, which could link to renewable energy.**

9.10 Whilst it is clear that much of the drive for carbon reduction in new homes and non-domestic buildings will be handled under the building regulations, the Council nevertheless considers it appropriate to have a planning policy requiring new development to achieve progressively higher ratings under the Code for Sustainable Homes and BREEAM both to support the carbon reduction agenda and to ensure the achievement of a more holistic approach to sustainable development through the achievement of the much wider range of environmental and social benefits that these schemes provide for.

9.11 The policy provides for some flexibility in exceptional circumstances where it can be clearly demonstrated that achieving the required rating for the type and scale of development in question would either be not feasible or not viable in the light of such considerations as site constraints, other planning requirements, other development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower CfSH or BREEAM rating being achieved having regard to other merits of the scheme in terms of sustainability and urban design.

9.12 **DELETED: SPPS1 confirms that there** **INSERTED: There** will be situations where, given particular local circumstances, it could be appropriate for planning authorities to anticipate levels of building sustainability in advance of those set out nationally. Where any such local requirements are proposed these should be specified in terms of nationally described standards e.g. CfSH.

9.13 The policy requires any large residential developments in excess of 250 dwellings to achieve higher standards under the CfSH ahead of the national timetable for carbon reduction. This is in recognition of their proportionally greater potential impact in terms of climate change and also the

INSERTED: ¹² The Government is currently looking at the definition of what zero carbon is.

INSERTED: ¹³ The Government is currently looking at the definition of what zero carbon is.

inherent potential for developments of this size to achieve economies of scale in sustainability measures (e.g. potential for local energy centres).

- 9.14 The Council considers the CfSH to be a particularly appropriate tool to assess sustainability of new residential developments in that it is a nationally accredited system that considers a wide range of sustainability criteria in addition to energy and CO2 emissions, and in particular water use. Similar benefits apply to the use of the BREEAM system of assessment for multi-residential uses (e.g. care homes, sheltered housing, student accommodation) and for non-residential uses.
- 9.15 This is considered to be a relatively simple policy approach that prescribes clear targets based on recognised national codes, without being unduly prescriptive as to how the targets should be achieved.
- 9.16 The policy will be implemented through a requirement for the submission of Design Stage Assessments and Post Construction Reviews, carried out by a qualified CfSH or BREEAM assessor (as appropriate), for all planning applications for qualifying development. It will be expected that planning applications also be accompanied by a sustainability statement that explains and illustrates how sustainability considerations have influenced scheme design.

POLICY DM2: Decentralised Renewable or Low Carbon Energy

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

- 9.17 This policy gives effect to Core Strategy Policy CS1, which sets a target for achieving renewable or low carbon energy sources in major development. It builds on national policy in **INSERTED: the National Planning Policy Framework with the aim being of contributing to the Government's zero carbon economy DELETED: Planning Policy Statements 1 and 22, and regional policies ENG1 and ENG2**.
- 9.18 Given the acknowledged vulnerability of the region to the effects of climate change and the projected levels of development Ipswich will be required to accommodate, the Council considers it reasonable to require new developments above the given threshold to provide a minimum of 15% of energy demand from renewable or low carbon sources, to help achieve **DELETED: the 17% regional target for 2020 and national targets INSERTED: of zero carbon homes by 2016 (public sector buildings by 2018 and non-residential buildings by 2019)**.¹⁴
- 9.19 The policy is worded to permit a reasonable degree of flexibility to developers as to how the requirement may be met. In this regard, energy from either renewable or low-carbon technologies and from sources that are either on- site or off-site in the locality of the proposed development, could be considered acceptable. The design of such developments should allow for the export of electricity back to the grid (i.e. 'feed in') **DELETED: in due course**.
- 9.20 The policy also provides for some flexibility where it can be clearly demonstrated that achieving the required percentage provision of renewable or low-carbon energy would not be either technically feasible or financially viable in the light of such considerations as site constraints, other planning requirements, development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower percentage provision being achieved **DELETED: and/or INSERTED: where** the introduction of additional energy efficiency measures (i.e. additional to those required under the relevant Code for Sustainable Homes or BREEAM requirements as set out in Policy DM1 **INSERTED: such as passive house design or other inbuilt energy efficiency measures**) to achieve an equivalent reduction in carbon emissions.

INSERTED: ¹⁴ The Government is currently looking at the definition of what zero carbon is.

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

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

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

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

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

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

document. The garden standards set out in the policy will equally apply to existing gardens remaining after garden severance.

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

**POLICY DM4:
Development and Flood Risk**

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

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

9.30 It is recognised that the need to reduce flood risk in Ipswich is essential to ensure accordance with guidelines set out in national government policy on development and flood risk, ~~DELETED: the National Planning Policy Framework~~ ~~DELETED: Planning Policy Statement 25 (PPS25)~~. This includes planning for the effects of increasing rainfall intensities and sea levels. As a result of the Pitt Review and the ~~DELETED: expected Floods~~ ~~INSERTED: Flood~~ and Water Management Act ~~DELETED: 2010~~, much more emphasis will be placed on planning for flooding in future than previously.

9.31 The Council will apply the ~~INSERTED: NPPF~~ ~~DELETED: PPS25~~ hierarchy for managing flood risk i.e.:

TABLE 7

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

4. Control	Use SuDS and implement Surface Water Management Plans (SWMP) to manage and reduce risk.
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- 9.32 Flood risk management should be considered in all developments before site layouts are planned. It is necessary to locate development away from a risk of flooding and sequentially preferable sites will be those in Flood Zone 1 suitable for the development proposed, with planning permission and/or allocated for residential development in planning policy, and which are genuinely available. Highly vulnerable, more vulnerable and less vulnerable development will not be permitted in Flood Zone 3b (functional flood plain). Highly vulnerable development will not be permitted in Flood Zone 3a. **INSERTED: Flood Zones 2 and 3 are shown on plan 1.**
- 9.33 The Ipswich Level 2 SFRA provides the necessary information to help facilitate the sequential approach **DELETED: and part c of the PPS25 Exception Test** **INSERTED: as outlined in the NPPF.** Site-specific Flood Risk Assessments (FRAs) are required for all development in Flood Zones 2 and 3, and for all sites over 1ha in size. The SFRA also provides additional guidance and information for locations where site-specific Flood Risk Assessments (FRAs) will be required as part of the development process. This includes certain sites in Flood Zone 1, which may be less than 1 ha. The SFRA also considers the effects of development on local flooding and minor watercourses and identifies mitigation measures including SuDS.
- 9.34 SuDS are an important method of reducing flood risk associated with development and are an essential element of any development in the Borough wherever practicable. Layout and form of buildings and roads must be designed around SuDS bearing in mind SuDS should be sited in lower areas, but preferably close to source, making use of topography.
- 9.35 The SFRA also identifies key surface water flood paths and watercourses (flow routes) and areas at risk of flooding. These are to be safeguarded for the future by protecting them from development and other obstruction. Development proposals should design for key flow routes. Surface water management plans will be able to facilitate this.
- 9.36 Site-specific FRAs may therefore be required to consider such issues, most likely aiming to identify the extent of the flow route, water levels and frequency so that appropriate site layouts and floor levels can be planned. In the future SWMP and the SFRA may provide much of this information.
- 9.37 SuDS standards and policies are currently set out in the Council's Drainage and Flood Defence Policy (although these standards may be rewritten and incorporated as a supplementary planning document). In the future it is expected that National Standards will be followed.
- 9.38 The Council's Level 2 SFRA provides information relevant to both the existing tidal/fluvial defences at 2011 and also to the completed defences, with the proposed barrier in place. In each case the SFRA provides data on residual risks taking account of flood depth and the velocity of floodwater. The preparation of many site-specific FRAs can make use of mapped risks from the new SFRA. However in some instances, site-specific FRAs will still need to include detailed flood modelling to ascertain the flood risk.
- 9.39 FRAs for proposals in Zones 2 and 3 need to clearly state the frequency of flooding in and around the site and, until the EA's flood defence barrier is implemented, will need to assume existing defences are in place. Alternatively a FRA could be presented assuming the barrier is in place, however any planning permission would be conditioned to prevent construction until the final stage of the barrier is under construction.
- 9.40 More vulnerable and less vulnerable development sited in Flood Zones 2 and 3a, as defined in **INSERTED: the NPPF** **DELETED: PPS25**, may be acceptable. However FRAs will be required to demonstrate that such developments will be 'safe' in accordance with the **INSERTED: Development and Flood Risk SPD** **DELETED: Safety Framework described in sections 16.2 and 16.3 of the Level 2 SFRA (to be detailed in a future SPD)** and consider flood risk from other

sources. The assessment will follow ~~INSERTED: the NPPF and its supporting technical guidance note DELETED: PPS25~~ and ~~DELETED: Annex E of PPS25~~. Planning permission will not be granted if submitted details do not comply with the Safety Framework. In addition, permissions should not be granted if emergency responders are concerned about their capabilities/plans.

- 9.41 Basements or lowered ground levels around buildings will increase flood risk to people contrary to the aims of ~~INSERTED: the NPPF DELETED: PPS25~~. Basements are particularly vulnerable to all types of flooding. Basement dwellings will not be permitted where the floor level is below 0.1% AEP tide level in 100 years time. Basement dwellings will not be permitted in 'Areas Susceptible to Surface Water flooding'. Basements in Flood Zone 1 will only be permitted subject to adequate FRAs, which must address groundwater, sewer and overland flood sources.
- 9.42 FRAs will be required for any land raising including impacts on Surface Water flood risk. No raising of ground levels should be permitted around the Wet Dock that would impede Surface Water flood paths from Bridge Street, Key Street, Fore Street and Coprolite Street to the Wet Dock.

URBAN DESIGN POLICIES

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

POLICY DM5: Urban Design Quality

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

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

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

- 9.44 National planning policy is clear that all new development should achieve high standards of design and environmental sustainability. Given high projected levels of growth in Ipswich over the plan period and the distinctiveness and quality of the central area of town where much of this growth is to be directed, design quality is considered to be a particularly important requirement for all new development in the town.
- 9.45 In an era of rapid social, economic, environmental and technological change, buildings need to be designed to be adaptable to respond in a sustainable manner to the changing needs of occupiers. This is the 'long-life, loose-fit' principle. It could be achieved using the lifetime homes principle to ensure that homes can meet families' changing needs over time. For commercial buildings, it could mean ensuring that a building designed as an office for one organisation is physically capable of being subdivided, should future patterns of demand change.

- 9.46 The public realm is defined as the parts of a town that are available without charge for everyone to experience and enjoy. It includes both formal and informal spaces such as streets, squares, parks ~~INSERTED: and open spaces~~, the urban fringe and footpaths linking to nearby countryside. An attractive and well functioning public realm that is friendly to all users is key to creating the sort of environment that people want to be in. It is also important in prioritising the needs of pedestrians and cyclists over those of the car in terms of safety and air quality for a healthier lifestyle. Specific proposals for new and improved areas of public realm in central Ipswich will be identified through the IP-One Area Action Plan.
- 9.47 Integrating land uses into mixed use developments and neighbourhoods improves the overall sustainability of Ipswich and also reinforces community cohesion. It helps to create local vitality and reduce the need to travel. In areas such as the Waterfront, Ipswich has seen the benefit of a mixed use approach that combines living, leisure and culture, and working.
- 9.48 Community safety is fundamental to people's quality of life and a primary objective of the Community Strategy. This is not just about designing-out crime, although it is important, but about planning developments and neighbourhoods in ways that encourage neighbourliness, nurture healthy communities and assist social inclusion. Designing into schemes safety measures such as lighting and in some cases CCTV can support actual and perceived safety, however lighting must be carefully designed to maximise energy efficiency and avoid 'leakage' into the night sky and nuisance to nearby occupiers.
- 9.49 Greening the streets of Ipswich has visual ~~INSERTED: , DELETED: and~~ functional ~~INSERTED: ,~~ social, economic and environmental benefits. In terms of climate change, street ~~INSERTED: and car park~~ trees help by providing shade from the sun, slowing surface water runoff, and combating the urban heat island effect. ~~DELETED: They~~ ~~INSERTED: Trees~~ also ~~DELETED: provide~~ ~~INSERTED: contribute to health, welfare and quality of life of everyone who lives and works in the urban environmental along with being an~~ additional habitat for wildlife. Where underground services ~~INSERTED: and hard surfacing~~ are a potential issue, the use of ~~INSERTED: root barriers and below ground engineered tree pits to provide viable soil volumes, and Tree Root Protection Systems~~ ~~DELETED: planters~~ will be explored. The appearance of streets will also be improved through ~~INSERTED: a Tree Planting Design Guide and~~ limiting the amount of 'street clutter', including unnecessary signage, bollards, railings, road markings and street furniture.
- 9.50 The character and distinctiveness of Ipswich is the product of a combination of Ipswich's geographical setting, history and communities. It is fundamental to our local identity and is described in Chapter 5.
- 9.51 In order to support Ipswich residents in adopting sustainable lifestyles, the Council will ensure that the layout of new developments makes adequate provision for travel by cycle, their safe storage, and provision for the recycling of waste materials.
- 9.52 Assessment of design quality for major applications for residential development will be made using the Building for Life ~~INSERTED: 12~~ criteria (CABE at the Design Council / Design for Homes / HBF) and applicants will be expected to demonstrate that scheme designs can achieve a ~~INSERTED: 'green' score in each category enabling schemes to be eligible for 'Building for Life Diamond' status. However it is recognised that not every development proposal will meet this criteria and in these circumstances developers will be expected to justify why this is not possible~~ ~~DELETED: minimum score of 14 out of 20 (i.e. a silver award standard).~~
- 9.53 The design quality of smaller residential developments will be assessed against the various Building for Life criteria as may be considered reasonably applicable to the type and scale of development under consideration. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will apply to all residential developments ~~INSERTED: , until replaced by the Space and Design Guidelines supplementary planning document.~~

- 9.54 The design of all major non-residential or mixed-use developments will be assessed against the design criteria set out in By Design: DETR 2000.
- 9.55 Applicants for planning permission will be required to clearly demonstrate how the submitted development proposal achieves urban design quality through the design and access statement accompanying their application, addressing the relevant criteria as appropriate.
- 9.56 It will be necessary to ensure that the siting, layout, scale, form, massing, materials and detailing of any proposed buildings will have a **INSERTED: positive** **DELETED: harmonious** visual relationship with surrounding buildings. Matters of silhouette, proportion, and solid to void ratios will all be important considerations to be addressed.
- 9.57 It is important that the design of development creates buildings that work well for their occupiers. This includes the provision of adequate storage in new developments, be that for wheelie bins, cycles, or for the storage of mobility scooters. It may also mean designing for an ageing population to reflect demographic trends.
- 9.58 Urban greening is important, to enhance the townscape, tackle **INSERTED: and help adapt for** climate change and enhance biodiversity. It could include the incorporation of **INSERTED: canopy cover** **DELETED: street trees**, green walls and green roofs and the creation of urban greenspace **INSERTED: , as part of soft landscaping considerations**. Opportunities for greening should be maximised in all developments, where appropriate. Provision to support biodiversity should include measures such as bird boxes, bat boxes and swift bricks, where possible incorporated into the fabric of the building. **INSERTED: The Council will also refer to its Open Space and Biodiversity Policy**.
- 9.59 Ipswich has **INSERTED: four** **DELETED: three** Air Quality Management Areas where it is important to ensure that new development does not compound existing air quality problems for example by blocking the movement of air.

POLICY DM6: Tall Buildings

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

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

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

- 9.60 Tall buildings can only be considered appropriate in certain limited locations in Ipswich and various special considerations, over and above standard urban design considerations, should apply to their planning and design, particularly in listed building and conservation area terms.
- 9.61 Tall buildings may be defined as “buildings which are substantially taller than their neighbours and / or which significantly change the skyline”. The definition is taken from 'Guidance on Tall Buildings' EH /CABE 2007, to which proposals should have regard.
- 9.62 Detailed guidance and planning submission requirements for proposed schemes are set out in detail in the above mentioned document and will be used by the Council in the assessment of any such proposals.
- 9.63 The boundaries of the arc of land to which this policy applies will be identified in the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document**. Strategic views in and across central Ipswich will be identified in the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document** and the Ipswich Urban Characterisation Study **INSERTED: supplementary planning document**.
- 9.64 The impact of any proposed tall building on listed buildings will be assessed under the provisions of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

POLICY DM7: Public Art

Major developments shall include a substantial public art proposal likely to be equivalent to about 1% of the construction contract value of the development scheme unless it can be demonstrated that this percentage would render the scheme unviable or would be disproportionate to the nature, size and location of the development. Proposals must be fully integrated into the proposed development at the design stage.

- 9.65 Public art can play a critical part in the development and regeneration of places by making the architecture and/or the setting or public space around them more attractive, and establishing a sense of place and local identity. It also has intrinsic cultural and aesthetic value.
- 9.66 The placing of public artworks on or off development sites is a material consideration in the planning system. The Council encourages all major developments (10 or more dwellings or 1,000 sq. m or more of non-residential floorspace) to integrate public artworks as part of the overall design concept from the outset. Applications for development should incorporate information on the content and quality of any artwork into the accompanying Design and Access Statement.
- 9.67 In exceptional circumstances where the incorporation of artwork is not possible within the development, the Council will seek an equivalent financial contribution to a 'pool' for the commissioning of public artworks elsewhere within the Borough **INSERTED: , or following the introduction of the Community Infrastructure Levy (CIL) the Council may include off-site commissions within a list of the types of infrastructure that it intends will be funded by CIL.** In such cases, the requirement in the policy for integrated design would not apply.

POLICY DM8: Conservation Areas

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

- 9.68 The Council is keen to protect and enhance the town's 14 designated conservation areas **INSERTED: , which are shown on plan 2.** The character appraisals and management plans for each area highlight what is distinctive about the area including building styles, street patterns, land form, historical development and key views. **INSERTED: Future character appraisals will include landscape and tree assessments.** Proposals for development will need to indicate precisely how each scheme will preserve and enhance the conservation area in which it is located by a thorough appreciation of these distinctive characteristics.
- 9.69 National advice **INSERTED: and policy on the conservation** **DELETED: for identification and protection of listed buildings, conservation areas, archaeological remains and other elements** of the historic environment is set out in **INSERTED: the National Planning Policy Framework (NPPF)** **DELETED: PPS5 (Planning for the Historic Environment) 2010** and the Planning (Listed Buildings and Conservation Areas) Act 1990. **INSERTED: The NPPF supersedes Planning Policy Statement 5 (Planning for the Historic Environment) although the Practice Guide to PPS5 remains in place as guidance.** The general approach to managing heritage assets will also follow the guidance set out in BS7913¹⁵.
- 9.70 **DELETED: PPS5** **INSERTED: The NPPF establishes a presumption in favour of sustainable development and states that great weight should be given to the conservation of designated heritage assets such as conservation areas. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, planning permission should not be given unless substantial public benefits can be identified that outweigh that harm or loss** **DELETED: gives general guidance on demolition within conservation areas and states that there should be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area and that consent to demolish should not be given unless there are acceptable plans for redevelopment.**
- DELETE PARAGRAPH:**
- 9.71 The East of England Plan stresses that local authorities should afford the highest level of protection to the wider historic environment which contributes to the distinctiveness of the region. Policies E13, ENV5, SS16, and SS5 all address this issue.

¹⁵ BS7913 British Standard Guide to the Principles of the Conservation of Historic Buildings adopted as formal Council policy in September 1998

POLICY DM9: Buildings of Townscape Interest

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

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

ARCHAEOLOGY

- 9.74 ~~DELETED: The need for locally specific variations in guidance is limited given the clear government guidance in PPS5, which sets out how archaeological interest should be evaluated and remains should be preserved in an urban setting and in the countryside.~~ **INSERTED: The National Planning Policy Framework (NPPF) sets out specific requirements for assets with archaeological interest. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, developers will be required to submit an appropriate desk based assessment and, where necessary, a field evaluation.** Scheduled Ancient Monuments are designated by the Secretary of State and the records held by English Heritage who develop policies to protect them. Suffolk County Council Archaeology Service holds the Historic Environment Record for Ipswich and is consulted on planning applications that could affect archaeology.

POLICY DM10: Protection of Trees and Hedgerows

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

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

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

- f. an accurate survey and assessment of all existing trees on site in accordance with BS5837 **INSERTED: 'Trees in relation to design, demolition and construction – Recommendations' 2012 by a competent arborist DELETED: "Guide for Trees in Relation to Construction" 1991;**
- g. details of protective measures to be put in place during the development process to ensure the health and safety of each specimen to be retained; and
- h. where removal is proposed, a plan for replacement planting on a two for one basis and using semi-mature specimens, unless otherwise agreed by the Council.

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

9.75 Whether viewed individually or collectively from a distance trees make an important contribution to the environmental quality of Ipswich. They contribute to the townscape, biodiversity and air quality.

9.76 Established trees are a scarce resource and will be protected by Tree Preservation Orders when under threat. The Council will also impose planning conditions where appropriate to secure replanting schemes under circumstances where felling of trees is unavoidable.

INSERT NEW PARAGRAPH:

9.77 Tree planting on development sites should not be an afterthought. BS5837: 2012 provides guidance in respect of development sites, on tree retention, protection during development and incorporating trees into design of the development. The level of detail expected with a planning application should be appropriate to the scale of the proposal.

INSERT NEW PARAGRAPH:

9.78 Trees are important elements of green infrastructure, contributing to urban cooling through evapotranspiration and providing micro-climatic effects that can reduce energy demands in buildings. They therefore represent a key resource that can significantly contribute to climate change adaptation. Tree planting should help shape the built environment and new development in a way that strengthens the positive character and diversity of the area and increase climate change resilience. Climate change has a direct and indirect effect on trees in a number of ways including higher temperatures, and greater fluctuations in rainfall and wind. Climate change needs to be considered as part of a process to ensure the tree-scape continues to flourish and retains its unique qualities of landscape, botanical and bio-diverse richness.

INSERT NEW PARAGRAPH:

9.79 Community woodlands offer valuable opportunities for improving the environment around Ipswich by upgrading the landscape and providing for recreation and wildlife. Any new development will need to take account of any community woodland plan in place at the time of a planning application.

9.80 Where the Council permits the removal of trees, replacement planting will be on a two for one basis. This may not always be possible or appropriate on the development site in question, and in such cases off-site provision will be expected as an alternative. Applicants are advised to liaise with the Council's Arboricultural Officer at the earliest opportunity to discuss appropriate replacement species and locations. All replacement tree planting proposals will need to be accompanied by a tree care and management plan for the new trees.

INSERT NEW PARAGRAPH:

9.81 The Council deals with trees through its function as landowner and local authority in line with its Tree Management Policy, unless the need for, and benefits of the development in that location clearly outweigh the loss.

POLICY DM11: Central Ipswich Skyline

Central Ipswich is circled by a wooded skyline, which is particularly important to the setting of the central area including Ipswich Village and the Waterfront. Developments will only be permitted where they do not seriously disrupt this setting, especially when viewed from key viewpoints.

9.82 The wooded skyline that provides the backdrop to much of central Ipswich is a key part of the centre's character and setting and will be protected **INSERTED: and sustainably enhanced**. The **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document** and the Ipswich Urban Characterisation Study **INSERTED: supplementary planning document** will identify key viewpoints and key strategic views in relation to the wooded skyline around central Ipswich. Relevant policy guidance in respect of tall buildings can be found in Policy DM6.

SMALL SCALE RESIDENTIAL DEVELOPMENT

EXTENSIONS AND ANCILLARY BUILDINGS

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

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

An extension to, or development within the curtilage of a dwellinghouse will be permitted provided that it:

- a. would not result in more than approximately 50% of the useable private garden area of the original dwellinghouse being occupied by buildings;**
 - b. does not lead to the creation of a terracing effect where there are not already terraces;**
 - c. does not detract from the amenity of neighbouring residents, particularly in terms of privacy, light or overbearing impact; and**
 - d. in the case of extensions or large buildings, it is designed to be in keeping with the original dwellinghouse.**
- 9.85 Extensions and ancillary buildings must be well designed and must be appropriate given the particular context of the property in question. Detailed guidance is given in the form of the Council's supplementary planning **INSERTED: guidance DELETED: document** "Good practice guide to extending your home" and in particular care should be taken to ensure that two storey side extensions to semi-detached or detached houses do not close the gaps between houses and create a "terracing effect". Such extensions would normally have to be set back behind the main front wall of the house by 4 metres. Such development should also maintain the possibility of external access to rear gardens. **INSERTED: A new Space and Design Guidelines supplementary planning document will supersede this guidance document.**
- 9.86 Any increase in carbon emissions resulting from an extension should where practicable be offset through improvements to the existing building(s). Extensions are likely to lead to an increase in the overall energy footprint of a dwelling through additional space heating, lighting and appliances. Therefore any such increase should be offset through retrospective improvements to the original dwelling, such as extra loft insulation. This will help to achieve carbon reduction targets.

SMALL SCALE INFILL AND BACKLAND RESIDENTIAL DEVELOPMENT

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

POLICY DM13: Small Scale Infill and Backland Residential Developments

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

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

THE SUBDIVISION OF FAMILY DWELLINGS

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

POLICY DM14: The Subdivision of Family Dwellings

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

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

POLICY DM15: Travel Demand Management

In proposals for the development of 10 or more dwellings or 1,000 sq. m or more of non-residential floorspace, or where more than 50 people will be employed, the Council will require:

- a. a transport assessment to be undertaken including an assessment of the impact on the local highway network with appropriate mitigation measures secured by a planning obligation;
- b. where likely to have an impact on or be located in an Air Quality Management Area or other sensitive area, an assessment of the air quality impacts of the development with appropriate mitigation measures proposed as necessary;
- c. a travel plan outlining how the development will ensure high levels of cycling and walking together with public transport use;
- d. the minimisation of the use and ownership of the car by providing an integrated solution which could include car clubs, well-designed dedicated cycle and pedestrian routes, high quality secure cycle storage and safe and convenient access to public transport within 400 metres of the development; and
- e. for non-residential developments, high quality shower facilities and lockers to ensure that a modal shift can occur.

POLICY DM16: Sustainable Transport Modes

When considering proposals for all other new developments not included in Policy DM15, the Council will expect:

- a. safe and convenient access to public transport within 400 metres of the site; and**
- b. high quality, secure cycle storage.**

- 9.94 In accordance with the Ipswich Transport Strategy 2007 and the Suffolk Local Transport Plan **INSERTED: 2011-2031 DELETED: 2006-11**, the Council is keen to ensure a modal shift can occur within the Borough.
- 9.95 **DELETED: National policy (Planning Policy Guidance 13: Transport, 2001) supports such an approach to** **INSERTED: The National Planning Policy Framework supports the reduction of greenhouse gas emissions and the reduction of congestion by reducing the** **DELETED: reduce** reliance on the car and **INSERTED: encouraging** **DELETED: encourage** more sustainable modes of transport including cycling, walking and public transport.
- 9.96 **DELETED: The East of England Plan identifies** Ipswich **INSERTED: is** **DELETED: as** a regional transport node and therefore it should be possible to access the town centre and other parts of the town by sustainable means.
- 9.97 These policies will build on the locational guidance provided elsewhere in the Strategy, principally Policy CS2.
- 9.98 The Council is keen to see all major developments and those employing more than 50 people have suitable green travel plan components and that the headline elements of these are an integral part of proposals, which is supported by the Government's 'Good Practice Guidelines - Delivering Travel Planning through the Planning Process' (April, 2009).
- 9.99 With the levels of growth proposed for the town coupled with the fact the town already has **INSERTED: four** **DELETED: three** Air Quality Management Areas it is felt essential that air quality impacts and mitigations are fully addressed.
- 9.100 Each development will need to ensure it can be adequately accessed and the travel assessment proposed should set out whether and how this can be done.
- 9.101 Through providing high quality secure cycle storage both in commercial and residential developments, and high quality showers and lockers in commercial developments, employers should be able to encourage greater levels of cycling to and from their workplaces, which will also improve the health of employees.
- 9.102 By providing well-designed cycle and pedestrian routes, developers will be able to encourage greater levels of cycling and walking, and through providing good access to public transport within 400 metres, should reduce reliance on the car especially at peak times.
- 9.103 Through the introduction of car clubs in larger schemes developers can contribute to reducing levels of car ownership in the town.

POLICY DM17: Transport and Access in New Developments

Each development proposal will be assessed in terms of:

- a. its impact on the road network in respect of traffic capacity, highway safety and the environmental impact of generated traffic;**
- b. pedestrian and cycle accessibility to and within the site as well as the wider effects of the development upon pedestrian movement;**
- c. its impacts on rights of way; and**
- d. availability of and access to public transport.**

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

The Council will require the inclusion of priority bus measures and dedicated cycle routes where appropriate.

The Council will require mitigating measures to be provided to the satisfaction of the Highway Authority where necessary.

- 9.104 The Council is keen to ensure that new developments have an acceptable impact on and relationship to existing transport infrastructure. Therefore the above will be important considerations in determining planning applications. The Council will need to be satisfied that impacts can be managed in a satisfactory way and that suitable additional infrastructure provision is made where necessary.
- 9.105 The Ipswich Definitive Map was published in July 2009 showing rights of way in Ipswich. A Rights of Way Improvement Plan **INSERTED: forms part of the Suffolk County Council Local Transport Plan 2011-2031 where improvements to the access network focuses on the needs of non-motorised users DELETED: is now under preparation.**
- 9.106 Necessary mitigating measures may be provided directly by the development or where more appropriate the Council may require public transport contributions in lieu.
- 9.107 Where appropriate, development proposals on sites which abut or relate closely to the banks of the river will be expected to provide for the improvement of public access including appropriate landscaping works along the length of the site boundary fronting the river.

PARKING

POLICY DM18: Car Parking

The Council will require local parking standards to be complied with in all new development, and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities.

Outside the IP-One area, there will be minimum parking standards for residential development and although a minimum standard is applicable, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.

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

Across the Borough there will be maximum parking standards for non-residential development.

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

- 9.108 There are several sources of national policy advice on car parking. **INSERTED: The National Planning Policy Framework** **DELETED: Planning Policy Statement 3: Housing, 2006 and Planning Policy Guidance 13: Transport, 2001** provides **DELETED: some** guidance on the approach to residential and non-residential parking standards. At the local level, the Suffolk Advisory Parking Standards are those currently in use. These will continue to be applied until they are superseded by updated Suffolk standards, which will introduce a minimum standard that will be applied to residential development outside the IP-One area. **DELETED: The Council will prepare a supplementary planning document setting out the revised local parking standards, which will closely follow the revised Suffolk standards.**
- 9.109 The requirement for a minimum level of car parking provision for residential developments outside IP-One is reintroduced through this policy. The maximum standards imposed by **INSERTED: an earlier** **DELETED: the previous** version of Planning Policy Statement 3 have resulted in some residential schemes providing inadequate parking for residents and visitors. This can lead to parking on verges and on street, to the detriment of the street scene and highway safety. Whilst the emphasis of transport policy remains firmly on encouraging and enabling people to switch to more sustainable modes where possible, it is also recognised that **INSERTED: many** people **DELETED: may still** **DELETED: wish to own** **INSERTED: cars** **DELETED: a car to use for longer journeys.** Therefore the current thrust of policy is to provide adequate parking at people's homes that uses land efficiently and is designed in from the outset to ensure that cars do not dominate the street scene.
- 9.110 Well-designed car parking is essential to enhance its surroundings and to become integral to the larger scheme. There are a number of publications, which look at the design of car parking in more detail, notably 'Car Parking: What Works Where' (English Partnerships, 2006) and 'Manual for Streets' (Department for Transport, 2007). Underground parking is also an efficient way to accommodate the car and should be considered where this is acceptable in flood risk terms.

- 9.111 In order to encourage modal shift, particularly amongst the commuting public, it is important to limit long-term car parking within the central car parking core and for organisations to encourage employees to travel to work by more sustainable means through travel planning. Limiting long-stay parking in the centre also helps to limit congestion. Therefore only necessary operational parking will be allowed for new non-residential development within the central car parking core. This excludes staff parking and includes only space required within the curtilage of a development for vehicles for which regular access is considered essential for the business operations of those premises.

POLICY DM19: Cycle Parking

The Council will require minimum standards of cycle parking to be met for all new residential and major non-residential development proposals. All cycle parking is expected to be of a high quality and secure. The Council will also require the provision of secure cycle parking in any new car parks in the town.

- 9.112 Safe, convenient and secure cycle parking is essential to encouraging increased cycle use in Ipswich. The policy aims to ensure the provision of high quality secure cycle storage both in residential and commercial developments. The emphasis on good cycle parking relates to more strategic measures being taken across the town to improve cycle routes, through the Local Transport Plan and the Ipswich Cycling Strategy.
- 9.113 The Council will apply the Suffolk Advisory Parking Standards until these are superseded by the revised Suffolk County standards on parking ~~DELETED: and the parking standards supplementary planning document.~~

POLICY DM20: The Central Shopping Area

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

The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Areas, which will be defined through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document.** Sites identified as suitable for major retail investment will be allocated in the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document.**

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

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

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

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

Within Primary and Secondary Shopping Area, the Council will not grant planning permission for the use of a ground floor unit to a use falling outside classes A1 to A5

INSERTED: in Primary Shopping Areas and A1 to A5 and other main town centre uses in Secondary Shopping Areas.

The Council is planning proposals to redevelop the Cornhill. The results of the study will be taken into account when applying frontage policies in this area.

The Council also supports the retention of the open market.

- 9.114 Protecting the vitality and viability of the town centre and district and local centres is a key part of national policy and the importance of the town's shops is set out in the strategic policies of the Core Strategy.
- 9.115 The designation of the Central Shopping Area, including the Primary, Secondary and Specialist Shopping Area boundaries, will be set out through the **INSERTED: Site Allocations and Policies (incorporating IP-One Area Action Plan INSERTED:) development plan document.** Frontage boundaries will continue to be set out in the **INSERTED: supplementary planning guidance: 'Central Shopping Area - Identified Frontages'** document, which is monitored and updated annually. The streets within the Central Shopping Area are broken down into 'shopping frontages' by the Council. The frontages usually consist of a continuous line of buildings fronting the street or pavement, segregated by intersecting streets.
- 9.116 The approach to the Central Shopping Area (CSA) is to maintain a balance between A1 retail and other **DELETED: retail INSERTED: A-class and main town centre** uses, through the control of frontages. The proportion of frontages permitted for non-A1 uses, as set out in the adopted Local Plan and **INSERTED: the former** First Deposit Draft Local Plan, has been the subject of review. An assessment of the existing percentage of groups of frontages in non-A1 uses in the CSA has influenced the policy percentages. The 10% allowance to non-A1 use is still appropriate in the Primary Shopping Area and therefore should be maintained.
- 9.117 The thresholds for non-A1 uses in Secondary and Specialist Shopping Areas have been increased from 20% and 33% to 25% and 40% respectively. A criterion has been included in the policy, which restricts adjacent non-A1 uses to the Primary and Secondary Shopping Areas alone. It is not considered necessary to control adjacent uses in Specialist Shopping Areas, as a higher proportion of non-A1 **DELETED: retail** uses is considered acceptable here. Protecting the visual character of listed buildings in the Central Shopping Area is covered elsewhere.
- 9.118 The introduction of new use class categories A4 and A5 has been represented in the policy and will assist in controlling the night-time economy. This policy allows a small proportion of A4 uses to exist in the Primary Shopping Area, as the intention is to keep this predominantly A1, and focus A4 and A5 uses to Secondary and Specialist Shopping Areas, and District and Local Centres.
- 9.119 Mixed-use development will be supported in the Central Shopping Area only where a ground floor **DELETED: retail** use **INSERTED: in accordance with policy DM20** is provided. This reflects government policy to encourage diversification and mixed uses, and can help to create a vibrant centre including outside shopping hours. **INSERTED: Main town centre uses as defined in the NPPF will only be permitted within the Central Shopping Area where specified criteria are met as set out in policy DM20.**

POLICY DM21: District and Local Centres

The Council will support the retention and provision of local shops and community facilities within defined District and Local Centres.

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 **INSERTED: the National Planning Policy Framework (NPPF)** **DELETED: Planning Policy Statement 4 (PPS4)** should be satisfied;
- b. proposals for change of use from A1 to **INSERTED: A2-A5** **DELETED: retail uses** **INSERTED: and sui generis uses appropriate to a centre, including launderettes** will be permitted where they will not exceed 40% of the total identified ground floor frontage, provided the identified shopping frontage or the shopping character and range of shops is not unacceptably diminished. Of this 40%, no more than 20% of the total identified ground floor frontage will be permitted for A4 or A5 uses;
- c. proposals for the change of use of ground floor units to community facilities will be permitted provided that:
 - i. the unit does not occupy a prominent position in the Centre;
 - ii. satisfactory vehicular access and car parking can be provided;
 - iii. the unit has suffered from a clearly demonstrated long-term vacancy for a period of at least 12 months **INSERTED: A marketing strategy for the unit must be agreed with the Local Planning Authority prior to its implementation and the agreed strategy implemented for a minimum period of 12 months prior to applying for planning permission for change of use or redevelopment. Any such application must be accompanied by an independent appraisal of the economic viability of the facility in its current use;** and
 - iv. the physical treatment of the unit minimises the problem of dead frontages or is appropriate to the proposed use.
- d. **INSERT NEW BULLET: Residential uses will not be permitted on ground floor unless it has been clearly demonstrated the unit has suffered from long term vacancy for at least 12 months and none of the uses stated in paragraphs a, b and c are suitable, viable or deliverable.**

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

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

INSERTED: One **DELETED: Two** new District **INSERTED: Centre** **DELETED: Centres** **are** **INSERTED: is** proposed within the plan period **INSERTED: at** **DELETED: , 1)**

Sproughton Road ~~DELETED: and 2) Duke Street.~~ INSERTED: This centre ~~DELETED: These centres~~ will provide retail units and community facilities of a scale appropriate to serve INSERTED: its ~~DELETED: their~~ catchment area. Development of the Northern Fringe in accordance with Policy CS10 will require the provision of a new District Centre INSERTED: and two new local centres.

9.120 The approach to District and Local Centres is to strengthen their role and function and seek to retain shops and community facilities. Within the District and Local Centres, a balance between A1 retail (shops) and non-A1 ~~DELETED: retail~~ uses (such as food and drink establishments) will be maintained. ~~DELETED: Non-A1 retail~~ INSERTED: A2 to A5 uses and INSERTED: sui generis uses appropriate to a centre will also be supported, provided the overall percentage of the frontage does not exceed the levels specified in the policy. District centres are listed under Policy CS2. The local centres are listed below.

- Fircroft Road
- Garrick Way
- Dale Hall Lane/Dales Road
- Ulster Avenue
- Norwich Road (197-307a)
- Dickens Road
- Cambridge Drive
- Maidenhall Green
- Ellenbrook Green
- Colchester Road (61-65)
- Brunswick Road
- Cauldwell Hall Road/Spring Road
- Cauldwell Hall Road/St John's Road
- Foxhall Road (25-97, 34-124)
- Bixley Road/Foxhall Road
- Selkirk Road
- Clapgate Lane (207-221)/Landseer Road (325-327a)
- Reynolds Road
- Queen's Way
- Felixstowe Road (474-486)
- Penshurst Road
- Cliff Lane
- St Helen's Street
- Bramford Lane
- Bramford Road
- Spring Road
- Albion Hill, Woodbridge Road INSERTED: (291-386)
- Lavender Hill
- Prince of Wales Drive
- Bramford Road (560 and 651-677)
- Bramford Lane (483-487)
- St Matthew's Street
- Grimwade Street
- Woodbridge Road INSERTED: (28-110)

9.121 The policy will help focus community development in the Local and District Centres. The community facilities are defined in Appendix 4.

9.122 Zonal maps for each District Centre to support community facilities within 400m straight-line distance INSERTED: are ~~DELETED: will be defined~~ INSERTED: on plan 3 ~~DELETED: through the IP-One Area Action Plan and Site Allocation and Policies and development plan document.~~ INSERTED: Local Centres are also defined on plan 3.

9.123 As an indication of appropriate scale the Council expects additional food stores in District and Local Centres should not exceed 1,500 sq. m. net. This is to ensure the development is of a

scale appropriate to serve the centre and not the town as a whole, which could in effect divert retail away from the town centre. The applicant should also demonstrate that it can meet the requirements as set out in **INSERTED: the NPPF DELETED: PPS4**, which covers the following points:

- a) that the development is of an appropriate scale;
- b) that there are no more central sites for the development;
- c) that there are no unacceptable impacts on existing centres; and
- d) that locations are accessible.

9.124 The approach is to maintain a balance between retail and non-retail uses, through the control of frontages. An analysis of the existing frontages in a sample of the District and Local Centres supports the increase in the thresholds of **DELETED: non- A1 retail INSERTED: A2 to A5** uses to 40%.

9.125 The introduction of new use class categories A4 and A5 (drinking establishments and hot food takeaways) has been reflected in the policy. This will assist in controlling the night-time economy. A proportion of 20% has been set, which is higher than the threshold set for the Central Shopping Area, but appropriate, as the District and Local Centres serve residential communities.

DELETE PARAGRAPH:

9.126 **Two new district centres are proposed, one at Sproughton Road and one at Duke Street. Development of the Northern Fringe in accordance with Policy CS10 will require the provision of a new District Centre.**

9.127 The policy allows change of use to take place from retail to proposals for community uses where certain criteria apply **DELETED: and this reflects existing policy of the First Deposit Draft Local Plan**. Residential uses will be encouraged on upper floors in the centres and in the vicinity of the centres to maximise access to shops and facilities.

POLICY DM23: **DELETED: Major Retail Proposals Outside Defined Centres**

DELETED: Major retail **INSERTED: Retail** proposals for more than 200 sq. m **DELETED: gross** **INSERTED: net** floorspace in locations outside defined centres will only be permitted if the proposal can be demonstrated to be acceptable under the terms of **INSERTED: the National Planning Policy Framework (NPPF)** **DELETED: Planning Policy Statement 4 (PPS4)**, particularly in terms of:

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

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

INSERT NEW PARAGRAPH:

9.131 Out of town retail parks, sole retail warehouses and large foodstores (such as supermarket and superstores) are not defined as centres and therefore policy DM23 should apply. Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of bulky goods, catering mainly for car borne customers.

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

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

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

INSERT NEW PARAGRAPH:

9.132 In accordance with Planning for Town Centres, Practice Guidance on need, impact and the sequential approach dated 2009, conditions will be imposed to manage the impact of these developments including the following:

- to prevent developments from being sub divided into a number of smaller shops or units;
- to ensure that ancillary elements remain ancillary to the main development, by allowing up to 10% or 200sqm of net floorspace (whichever is the smaller) to be devoted to ancillary and incidental goods taken together;

- to limit any internal alterations to increase the amount of gross floor space by specifying the maximum retail floor space permitted; and
- to limit the range of goods sold, and control the mix of convenience and comparison goods.

INSERT NEW PARAGRAPH:

- 9.133 This policy applies to retail proposals which are defined as those uses falling within Use Classes A1 (Shops), A2 (Financial and Professional Services) and A5 (Hot Food Takeaways) only. Use Classes A3 (Restaurants and Cafes) and A4 (Drinking Establishments) are classified as leisure within the NPPF definition of main town centre uses and therefore this policy does not apply to these uses. It is important to distinguish between these use classes as it affects the application of the sequential test, as set out in the NPPF.

INSERT NEW PARAGRAPH:

- 9.134 Policy DM23 applies to proposals which give rise to more than 200 sq. m net floorspace, either from a single unit or the aggregation of units within the proposed development.
- 9.135 The ~~DELETED: Ipswich Retail Study 2005, as confirmed by the~~ Retail and Commercial Leisure Study 2010, indicates that there is no need or justification for further major out-of-town retailing in Ipswich.
- 9.136 The sequential approach to the consideration of ~~DELETED: major~~ retail proposals will be applied as follows:
- firstly, to consider whether there are sites available in the ~~DELETED: Central Shopping Area~~ ~~INSERTED: Primary Shopping Area, comprising Primary and Secondary Shopping Frontages,~~ and ~~DELETED: then~~ in the District and Local Centres ~~INSERTED: only~~ where the scale of the proposed development is appropriate to the catchment areas the centres serve;
 - secondly, to consider sites in edge of centre locations ~~INSERTED: as defined in the NPPF;~~ and
 - thirdly, to consider sites in out of centre locations.

POLICY DM24: Affordable Housing

Affordable housing provision will be required in accordance with Core Policy CS12.

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

The Council will require that the affordable housing:

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

The appropriate type, size and mix, will be determined by the findings of the Borough's most up to date Housing Needs Survey and Strategic Housing Market Assessment for the time being, and the particular characteristics of the site.

- 9.137 In formulating policy DM24 the Council has taken into consideration findings from the 2005 Housing Needs Survey and **INSERTED: both** the 2008 **INSERTED: and 2012** Strategic Housing Market Assessment (SHMA). In addition to the SHMA, a viability study was also carried out in 2008, which informed the Council's decision to seek 35% affordable housing on larger sites, and 20% affordable housing provision on smaller sites. The lower target at 20% reflects the reduced capacity for economies of scale in smaller developments. **DELETED: The exact** **INSERTED: A lower** percentage on any given site **DELETED: will** **INSERTED: may** be agreed through negotiation **INSERTED: , although this must have regard to the sustainability of the development, clearly demonstrable viability issues or an alternative mechanism to meeting affordable housing need such as off-site provision.**
- 9.138 The type and mix of affordable dwellings required will be as set out in the Council's Affordable Housing Position Statement. The requirement to avoid clusters of more than 12 to 15 affordable units is a general guide. The size of clusters may need to vary with the overall size of a development and with the design and layout. The objective is to achieve developments in which the affordable units are truly integrated into the market housing and are also practical for management purposes.

EMPLOYMENT LAND

POLICY DM25: Protection of Employment Land

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

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

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

9.139 **DELETED: The East of England Economic Strategy states that employment** **INSERTED: Employment** sites are under increasing pressure to be developed for housing but it is important to retain existing employment sites where possible and appropriate. Employment site retention and provision is particularly necessary to enable balanced job and housing growth. The Council proposes a policy that safeguards employment land **INSERTED: , including the defined employment areas** and sets out criteria against which loss of employment land to other uses will be considered. This excludes the main town centre uses as defined in **INSERTED: the National Planning Policy Framework** **DELETED: PPS4**, such as retail **INSERTED: , but includes B1 office uses.**

9.140 The loss of employment land, whether in existing employment use or allocated for employment, could affect the Council's ability to achieve its employment objectives and job targets **DELETED: as set out in the East of England Plan**. Land and buildings in employment use may also come under pressure from other forms of development that tend to have higher values such as retail, leisure and housing. As a general principle therefore, such land needs to be protected. **INSERTED: Retail uses will not be permitted other than as small scale retailing ancillary to the main/B class use.**

INSERT NEW PARAGRAPH:

9.141 **Ancillary uses are defined in terms of size of floorspace and there being a functional relationship with the main B class use. Ancillary retailing should be less than 10% of the floorspace or 200 sq. m net, whichever is the smaller.**

9.142 The Council recognises the importance of retaining existing employment uses and allowing for their growth and development where this can be accomplished without giving rise to serious environmental problems or unacceptable increases in traffic. Where employment uses are no longer appropriate to their surroundings or cannot reasonably expand further on their existing

sites they will be encouraged to relocate within Employment Areas identified on the ~~DELETED: adopted~~ Local Plan ~~INSERTED: policies map~~ ~~DELETED: Proposals Map~~ ~~INSERTED: and listed in~~ policy DM36 in the ~~DELETED: (which will be updated alongside the~~ Site Allocations ~~DELETED: and~~ ~~INSERTED: (incorporating~~ IP-One ~~INSERTED: Area Action Plan)~~ development plan document ~~DELETED: documents~~).

AMENITY

POLICY DM26: Protection of Amenity

Development which could lead to significant adverse effects on the amenity or environment of neighbouring uses will not be permitted.

Development which could itself be significantly adversely affected by the conduct of established or potentially noisy or polluting uses nearby will not be permitted.
~~DELETED: Planning Policy Guidance Note 24 (PPG24) and BS4142 surveys will be required in relation to noise.~~

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

~~INSERTED: Where appropriate, BS4142 surveys or other technical reports covering noise, pollution, land contamination, light, or vibration are required to be submitted with planning applications; they will be proportionate in content to the development type and in accordance with Council's guidance.~~

- 9.143 The policy is intended to ensure that the quality of life of people close to a new development, or occupying a new development, is considered and protected. Amenity is taken to mean those general aspects of the home or workplace environment that define the quality of conditions enjoyed by people in their home or workplace. These are normally taken to include such things as privacy, safety and security, access to reasonable levels of daylight and sunlight, and absence of air and noise pollution. Amenity considerations can also include litter and disturbance from general levels of activity, for example in relation to hot food takeaways.
- 9.144 Amenity will vary between different areas, but this policy seeks to ensure that developments do not unduly alter an area such that existing levels of amenity are significantly harmed.
- 9.145 New developments that could produce harmful effects, such as air, noise, vibration or light pollution, will therefore be directed to locations where they would minimise the harm to the environment or amenity of neighbouring uses.
- 9.146 Equally important is to ensure that proposals for new development that would itself be sensitive to the harmful effects of air, noise, vibration or light pollution, such as hospitals, are not located where there are or could be such problems.
- 9.147 All major construction sites will be required to provide a Construction Management Programme designed to limit adverse impacts on neighbours. On larger sites it will be necessary for the developer to submit baseline studies so that future vibration/subsidence problems can be validated.
- 9.148 Where appropriate, planning conditions may be imposed or planning obligations sought for the control of noise or air pollution.

POLICY DM27: Non-residential uses in residential areas

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

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

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

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

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

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

- 9.150 Open spaces and sports and recreation facilities are essential to the quality of life of Ipswich people and the quality of the town's environment. They can deliver **INSERTED: social, economic and environmental values – public health and well-being,** **DELETED: many potential benefits - to** health and fitness, **INSERTED: air quality, water flood management, help tackle climate change,** regeneration, the image of the town, **INSERTED: ecology nature and biodiversity,** green transport and community cohesion, for example.
- 9.151 The Council will therefore protect them from development unless the particular circumstances set out in the policy apply. This accords with **INSERTED: the National Planning Policy Framework (NPPF)** **DELETED: Planning Policy Guidance Note 17 (PPG17)**, which states that existing sites and facilities should not be built on unless an up to date assessment has clearly shown them to be surplus to requirements.
- 9.152 The Council has carried out an open space, sport and recreation facility audit and needs assessment, as required by **INSERTED: the NPPF** **DELETED: PPG17**. This identifies the typology of open spaces, sport and recreation facilities, assesses the quantity and quality of provision in Ipswich and sets out standards for the quantity, quality and accessibility of provision. The typology, together with the quantity and accessibility standards, is reproduced in Appendix 6. Quality standards can be found in the Ipswich Open Space, Sport and Recreation Facilities Study 2009 **INSERTED: and subsequent update as a result of the Council's Open Space and Biodiversity policy.**
- 9.153 The Study examines provision by type in each of the Area **INSERTED: Committee** **DELETED: Forum** areas of Ipswich. Although provision in Ipswich is generally good, there are existing deficits in some areas.

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

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

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

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

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

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

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

- 9.154 The Council's approach is to require new developments to meet their needs for public open spaces and sport and recreation facilities. **DELETED: but only** Where the various types of facility are known to be in **INSERTED: quantitative** deficit **DELETED: (in quantity or quality terms)** in the area around the development site **INSERTED: or do not meet the accessibility standard, additional provision will be needed.** **DELETED: Thus additional provision will be needed when the total provision within the distance threshold of the site is, or would be after the development is built, below the standard of provision required.**
- 9.155 If new provision is needed, the decision as to whether it should be on- or off-site will depend on whether the total amount of each type needed as a result of the development is above the minimum acceptable size identified in the table in Appendix 6. If it is, provision should be on-site. **INSERTED: Only if additional provision is not feasible will the enhancement of existing facilities through contributions be considered.**
- INSERT NEW PARAGRAPH:**
- 9.156 If there is a surplus of open space within the catchment of the site, additional provision will not be required but contributions will be required to enhance existing facilities. A supplementary planning document will be prepared to provide details on how open space requirements will be calculated in connection with new developments.

9.157 However, notwithstanding the above, in all major developments of 10 or more dwellings or 1,000 sq. m or more non-residential floorspace the requirement is for a minimum of 10% of the site to consist of public green space or soft landscaping and tree planting, to enhance the appearance and biodiversity value of the development, and contribute to sustainable urban drainage and air quality. In high density developments (defined in Policy DM30) this will be 15%, to compensate for the fact that private amenity space tends to be more limited and to provide an attractive setting for the buildings. This will count towards provision needed to meet the open space standards for residential development. Where possible, this provision should include wildlife habitat designed and located so as to create a network or corridor with existing green infrastructure **INSERTED: – green corridors and/or ecological networks**, where such networks exist beyond the site boundaries. All planting proposals should be accompanied by an appropriate management plan.

9.158 Not all types of residential development will create the same demand for public open spaces and sports and recreation facilities. Replacement dwellings and extensions or annexes are therefore exempt from the policy. Nursing homes and elderly persons' accommodation are not exempt, but will only be required to provide certain types of public open space and not sports facilities. This is separate from any requirement for private garden space.

DELETE PARAGRAPH:

9.159 The provision of strategic, borough wide open spaces and sports and recreation facilities (listed in part D of this document) will form part of the standard charge approach outlined in Policy CS17 and detailed in a supplementary planning document, and is not covered by this policy.

POLICY DM30: The Density of Residential Development

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

- a. within the town centre, Ipswich Village and Waterfront, development will be expected to achieve a high density of at least 90 dwellings per hectare (dph) (the average will be taken as 110 dph);
- b. within the remainder of IP-One, District Centres and an 800m area around District Centres, development will be expected to achieve a medium density of at least 40 dph (the average will be taken as 45 dph); and
- c. elsewhere in Ipswich, low-density development will be required (the average will be taken as 35 dph).

Exceptions to this approach will only be considered where:

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

9.160 **INSERTED:** Between 2001 and 2011 the main housing supply in Ipswich has been flats and as a result **DELETED:** Since 2001, actual densities achieved in residential schemes in Ipswich have been high. **DELETED:** This reflects the fact that there has been a boom in the construction of flats over the period, and more flats can be accommodated per unit of site area than houses. Over the five years from 2003 to 2008, 70% of the completions were flats. In 2007-08 78% of the completed units were flats. However, the average masks a range, from 38 dwellings per hectare (dph) at Ravenswood (which is 31% flats) and 48 dph at Celestion (49% flats) to 206 dph at Wolsey Street (100% flats). Densities are reported in the Council's annual **INSERTED:** Authority Monitoring Report.

9.161 However, the density figures in the policy (especially the high density figure) have been revised downwards from those suggested in the preferred options document to take account of the following factors:

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

- The mix policy for larger sites (Policy CS8) means that 100% flatted development on most major scheme sites will not be acceptable.
- 9.162 In the vicinity of the Waterfront and Civic Drive in central Ipswich, the Council will expect high density developments to exceed the minimum set out in the policy, because this is the area where tall buildings may be appropriate as identified through Policy DM6. This also more closely reflects site capacities achieved through recent planning permissions.
- 9.163 In order to ensure that dwellings, and especially flats, provide versatile and attractive living space that appeals to a wide audience and is therefore more sustainable in changing market conditions, the Council will encourage developers to exceed minimum floorspace areas used by the former English Partnerships in its own developments (Quality Standards 2007) (gross internal floor area):
- at least 51 sq m for a 1 bed/2 person dwelling
 - at least 66 sq m for a 2 bed/3 person dwelling
 - at least 77 sq m for a 2 bed/4 person dwelling
 - at least 93 sq m for a 3 bed/5 person dwelling and
 - at least 106 sq m for a 4 bed/6 person dwelling.
- 9.164 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that land is used efficiently by achieving higher densities in the most sustainable locations. The exceptions in the above policy allow a degree of flexibility in controlled conditions. The densities set out in the policy are minimum requirements. The averages referred to will be used to calculate site capacities.

POLICY DM31: Conserving Local Natural and Geological Interest

The Council will seek to conserve the nature conservation and geodiversity interest of County Wildlife Sites, Local Wildlife Sites and RIGS identified on the **INSERTED: policies DELETED: Proposals Map, INSERTED: veteran trees, and Suffolk Biodiversity Action Plan species and habitats, by controlling the type and intensity of development. The Council will not grant planning permission for development which would be likely to cause net loss after mitigation and compensation of the relevant biodiversity or geodiversity interest, or protected BAP species, in terms of population size or loss of extent of BAP habitat or feature for which the site was designated.**

- 9.165 The Council recognises the importance of biodiversity and geodiversity (the range of plants, animals and geological features) in the Borough, for its intrinsic value and its contribution to local distinctiveness and quality of life. Ipswich has 19 County Wildlife Sites. They were surveyed in **INSERTED: 2012 and 2013 DELETED: 2001** and their value assessed. Any change to the sites is checked regularly and reported through the annual **INSERTED: Authority Monitoring Report. The County Wildlife Sites are identified on the INSERTED: policies map DELETED: Proposals Map.**
- 9.166 Locally designated sites make an important contribution to ecological networks and provide stepping stones between other sites and corridors, including those with national or international conservation designations.
- 9.167 RIGS are Regionally Important Geological and Geomorphological Sites. They are designated on the basis of locally developed criteria. They are the most important sites for geology or geomorphology outside statutorily protected sites such as SSSIs. Ipswich has no RIGS currently, but there is a process underway by the Geo Suffolk Group to register part of Holywells Park as a site.
- 9.168 In assessing the potential impact of development proposals, direct and indirect impacts will be taken into account.

POLICY DM32: Protection and Provision of Community Facilities

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

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

INSERTED: Having regard to public houses, a marketing strategy for the public house must be agreed with the Local Planning Authority prior to its implementation and the agreed strategy implemented for a minimum period of 12 months prior to applying for planning permission for change of use or redevelopment. Any such application must be accompanied by an independent appraisal of the economic viability of the facility in its current use.

- 9.169 The provision of community facilities is important to enable communities to function sustainably. Local community facilities include: doctor and dentist surgeries, health centres, chemists, places of worship, meeting halls, public houses, post offices, education facilities and police facilities. An application for a new community facility that is not owned by the organisation intending to use it should be accompanied by a management plan for the facilities.
- 9.170 Policy CS17 identifies the need for community facilities to support planned growth in the Borough. Strategic needs are also identified in Chapter 10 of this document.
- 9.171 Shared community spaces could bring together the delivery of services such as schooling, local policing and safer neighbourhood teams, and health services. This approach would require the agreement of all the service providers.
- 9.172 Open spaces and play provision are dealt with in a separate policy.

Part D:
Implementation,
Targets,
Monitoring
and Review

CHAPTER 10: Implementation

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

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

- Delivery Mechanisms; and
- Major Infrastructure Proposals.

10.3 Delivery Mechanisms

10.4 **INSERTED: The Council will work with the New Anglia Local Enterprise Partnership, Suffolk County Council, and Suffolk districts, particularly within the Ipswich Policy Area to deliver the employment and housing growth set out in this strategy. The Ipswich Policy Area Board, which comprises Councillors and Officers from the five Ipswich Policy Area authorities, was set up in 2007 to ensure the local authorities work together to deliver the vision for the Ipswich Policy Area. This Board continues to be an important delivery mechanism for the Ipswich Policy Area. Over the last few years the Council has played a leading role in developing four key partnerships that will assist in delivering the agenda set out within the Local Development Framework. These are:**

- **The one-IPSWICH Strategic Partnership:** one-IPSWICH is the local strategic partnership which is made up of key organisations from the public, voluntary and community and business sectors working together to deliver shared goals and outcomes. It is responsible for producing the Community Plan.
- **The Haven Gateway Partnership:** The Haven Gateway Partnership (HGP) was established to help organisations work together in order to promote the economic opportunities of the Haven Gateway area. In 2006 the sub-region received formal government designation as a New Growth Point, which unlocked funding towards future projects.

HGP has a comprehensive work programme, which covers: business development, education & training, marketing & promotion, planning & regeneration, tourism & culture, and transportation & infrastructure. Further information about specific HGP work and projects can be found on the partnership website at www.haven-gateway.org

- **Ipswich Policy Area Board:** This Board comprises Councillors and Officers from the five Ipswich Policy Area authorities. It was set up in 2007 to ensure the local authorities work together to deliver the vision for the Ipswich Policy Area as a Key Centre for Development and Change and a Growth Point node within the Haven Gateway sub-region, as set out in the East of England Plan. In addition it was set up to ensure that all partners and stakeholders work together to deliver the housing and employment growth targets for the Ipswich Policy Area, and coordinate the delivery of the necessary infrastructure.
- **Regional Cities East:** Regional Cities East (RCE) is an alliance of six cities and towns in the East of England: Ipswich, Colchester, Luton, Norwich, Peterborough and Southend (previously with support from key regional agencies including the East of England Development Agency). The cities and towns have set themselves some tough goals. By 2021 RCE aims to: add £10 billion to the UK economy; create 140,000 new jobs; be recognised across Europe as a centre for innovation and creativity; build 160,000 new homes, with up to 90% of them on previously developed land; and deliver a 3% reduction in carbon emissions.

Although the main focus of RCE's work is on the six member cities, those involved recognise that they also need the backing of the whole region and that it is only with this complete partnership support that RCE will be able to succeed. To find out more about RCE visit www.rce.org.uk

DELETE PARAGRAPH:

- 10.5 As examples of how these partnerships can help deliver the Framework's agenda, two inter-linked mechanisms are likely to be crucial:
- a. the Haven Gateway New Growth Point status means that funding has been received and is likely to continue to be available to facilitate key developments; and
 - b. the Council has worked with RCE and Haven Gateway partners to produce an Integrated Development Programme (IDP). The IDP is an implementation framework for growth and will act as the delivery plan for the Framework. The Department for Communities and Local Government are looking at IDPs to prioritise key infrastructure needs.

10.6 Major Infrastructure Proposals

- 10.7 The levels of growth proposed within this document are substantial. Linked to these growth levels are identified needs for new infrastructure.
- 10.8 It is important that the Core Strategy identifies the major issues and sets out how these might be brought forward. Other infrastructure issues are likely to be addressed within **DELETED: the IP-One Area Action Plan** and the Site Allocations and Policies **INSERTED: (incorporating IP-One Area Action Plan)** development plan document.
- 10.9 **INSERTED: Table 8A** **DELETED: The following table** identifies the major pieces of infrastructure required to support growth. In addition, support is indicated elsewhere in the plan for other pieces of infrastructure, such as a Wet Dock Crossing. However these are not prerequisites for development to take place.

DELETED: TABLE 8 INSERTED: TABLE 8A Major Infrastructure Proposals

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Expected Cost	Funding Sources	Completion Target
Ipswich Flood Defence Management Strategy	Continued regeneration through mixed use developments within the Flood Risk zones in IP-One	Environment Agency	£50m	Defra, Growth Point Funding	DELETED: 2014 INSERTED: 2018
DELETED: Ipswich: Transport Fit for the 21st Century INSERTED: Travel Ipswich	Accommodating the housing and job growth targets. General levels of growth will increase travel demand which needs to be managed	Highways Authority (+)	£27m <u>£21m</u>	DfT via Local Transport Plan	DELETED: 2013 INSERTED: 2014
Need for new sites for additional Primary DELETED: (& possibly Secondary) school provision in INSERTED: the Borough DELETED: east, west and possibly north Ipswich - sites to be identified through DELETED: IP-One or Site Allocations INSERTED: and Policies (incorporating IP-One Area Action Plan) DPD DELETED: DPDs	The delivery of residential development across east, west and possibly north Ipswich including at the Waterfront	Education Authority (+)	£10m	LA and developer contributions	DELETED: 2012 INSERTED: Throughout the plan period
Green infrastructure: - green 'rim' around Ipswich - country park	Delivering growth, mitigating impacts on the SPA, and enhancing the Borough's green infrastructure network	DELETED: Haven Gateway Partnership INSERTED: Local Enterprise Partnership / Developers	N/a	Growth DELETED: Point Funding, Developer contributions	2021
A14 Capacity Improvements	Supports jobs growth by ensuring Ipswich remains highly accessible	Highways Agency	N/a	Highways Agency	2016

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

10.10 The ~~INSERTED: Community Infrastructure Levy~~ ~~DELETED: planning~~ standard charge approach, outlined in Policy CS17 ~~DELETED: would be likely to~~ may provide ~~INSERTED: some contribution~~ ~~DELETED: the local source of money for all~~ towards the above projects. However, it is anticipated that that ~~INSERTED: any available~~ money would ~~INSERTED: comprise~~ ~~DELETED: be~~ part-funding for the project with the other funding coming from national sources such as Department for Transport major scheme funding, ~~DELETED: New Growth~~ ~~DELETED: Point~~ Funding ~~INSERTED: via the Local Enterprise Partnership~~ or DEFRA / Environment Agency flood defence funding.

DELETE PARAGRAPH:

10.11 The above projects are also the type of project where the Council is likely to look to use the reserve proportion of the planning standard charge, as well as some or all of the main transport, environment and education allocations (see Policy CS17 and development management infrastructure policies).

INSERT PARAGRAPH:

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

INSERT NEW TABLE:**TABLE 8B Strategic and Neighbourhood Infrastructure Requirements for the Northern Fringe (see Policy CS10 Ipswich Northern Fringe)**

Infrastructure theme	Infrastructure	Trigger point for delivery¹⁶
Strategic Infrastructure		
Note that dwelling numbers in this section of the table apply to the total number across the whole of the supplementary planning document (SPD) site unless otherwise stated.		
Access & transport	Vehicular rail crossing.	To be informed by the Transport Assessment for the whole development in agreement with Suffolk County Council (SCC) Highways department, although to be available for public use no later than the occupation of 300 dwellings in Henley Gate.
	Fonnereau Way cycle / pedestrian bridge across rail line.	Prior to occupation of 300 dwellings in Henley Gate unless otherwise agreed with Ipswich Borough Council (IBC) in view of sequencing of both Fonnereau Village and Henley Gate.
	Phased delivery of bus services & bus priority measures.	Strategic phasing plan for delivery of service and bus priority measures to be agreed prior to the commencement of development.
	Improvements to strategic town centre & east-west footpaths / cycleways.	Strategic phasing plan for delivery of strategic improvements to be agreed prior to the commencement of development.
	Improvements to Westerfield Station car park, cycle parking & passenger facilities (sum).	Payment for cycle parking provision at Westerfield Station prior to occupation of 100 dwellings. Payment for car parking and improved passenger facilities to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department, although no later than the occupation of 1,500 dwellings.
	Controlled cycle / pedestrian crossing on Westerfield Road.	Prior to the first building occupation in both Fonnereau and Red House Villages.
	Traffic management scheme for Westerfield village, The Crofts and other locations.	Details of and timetable for delivery of scheme to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
Education	1 x 1,200 space secondary school (including sixth form facility).	Serviced site (with access roads) to be transferred prior to occupation of 500 dwellings. Phased contributions proportionate to pupil yield thereafter.

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

Infrastructure theme	Infrastructure	Trigger point for delivery¹⁷
	Enhancements to school playing fields & other outdoor recreation facilities for community use.	Strategic phasing plan including timetable for delivery to be agreed with IBC in consultation with Sport England prior to the commencement of development.
	Enhancements to school indoor recreational facilities for community use and off-site swimming contribution.	Strategic phasing plan including timetable for delivery to be agreed with IBC in consultation with Sport England prior to the commencement of development. Swimming contributions to be secured following occupation of early phase of development in each neighbourhood.
Community facilities	Library & police facilities.	To be provided as part of the District Centre community centre (see entry under Fonnereau Village).
	Reserved site for Health Centre in District Centre (DC) & two further sites for community-related facilities that would be up to 0.5ha in size subject to floor space and parking needs (a workspace hub may be integrated into one of these reserved sites or the DC community centre).	Sites to be retained for specific uses and appropriately marketed for sale during 5-10 year period following appropriate access roads and services to the boundary being in place, or other such arrangement to be agreed with IBC.
	Funding for community development support officer(s).	Phased payments on commencement of development to ensure officer(s) in post prior to first dwelling occupation.
Utilities	Any strategic improvements to electricity supply.	As required.
	Any strategic improvements to water supply.	As required.
	Any strategic improvements to sewerage system.	As required.
	Any strategic infrastructure needed to deliver low carbon development.	In accordance with agreed low carbon framework to be agreed prior to the commencement of development.
	Strategic SuDS infrastructure & connections.	In accordance with agreed phasing plan prior to the commencement of development.

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

Infrastructure theme	Infrastructure	Trigger point for delivery¹⁸
Neighbourhood Infrastructure – Southern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole department in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
	Improvements to Fonnereau Way.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department, although it should be delivered no later than the completion of the initial ancillary works to the Country Park to appropriately upgrade this for public access.
Education & early years	2FE (form of entry) primary school & nursery.	Serviced site (with access roads) to be transferred prior to occupation of 100 dwellings. Phased contributions proportionate to pupil yield thereafter. 1FE primary school & nursery facility to be provided prior to occupation of 400 dwellings. The need and timetable for the provision of a second form of entry will be reviewed following this.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped sports & play facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	District Centre infrastructure framework; CCTV & charging points for electric vehicles.	Prior to occupation of 500 dwellings.
	Community centre in DC with integrated library facilities and police office (where required by Suffolk Constabulary).	Temporary community centre to be provided prior to occupation of 50 dwellings. Permanent community centre with integrated facilities prior to occupation of 500 dwellings.
Other items	Household waste facilities (sum)	Phased payments to be secured following occupation of early phase of development in neighbourhood.

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

Infrastructure theme	Infrastructure	Trigger point for delivery ¹⁹
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.
Neighbourhood Infrastructure – Northern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
	Improvements to Fonnereau Way.	Prior to occupation of 300 dwellings unless otherwise agreed with IBC in view of neighbourhood sequencing, although it should be delivered no later than the completion of the initial ancillary works to the country park to appropriately upgrade this for public access.
Education & early years	2FE primary school & nursery.	Serviced site (with access roads) to be transferred and 1FE primary school & nursery facility provided prior to occupation of 200 dwellings unless a revised timetable for delivery is otherwise agreed with IBC in conjunction with SCC Education department where sustainable access to another primary school & nursery with capacity is available. The need and timetable for the provision of a second form of entry will be reviewed following this.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped sport & play facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	Local Centre infrastructure framework; CCTV & charging point(s) for electric vehicles.	Prior to occupation of 500 dwellings.
	Community centre.	Potential joint facility with country park visitor centre. Otherwise, the trigger point will be determined by the approved Infrastructure Delivery Plan.

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

Infrastructure theme	Infrastructure	Trigger point for delivery²⁰
Other items	Household waste facilities (sum).	Phased payments to be secured following occupation of early phase of development in neighbourhood.
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.
Neighbourhood Infrastructure – Eastern Neighbourhood		
Note that dwelling numbers in the section of the table below apply to total number in this neighbourhood alone unless otherwise stated.		
Access & transport	Off-site junction improvements in surrounding road network.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Connection to the Urban Traffic Management & Control (UTMC) system.	Timetable for delivery to be informed by the Transport Assessment for the whole development in agreement with SCC Highways department.
	Travel Plan development, implementation & monitoring.	Travel Plan to be submitted and agreed with SCC Highways department as part of full / outline application for the development of the site. To be implemented and monitored during and following each phase of the neighbourhood development.
Education & early years	2FE primary school & nursery.	Serviced site (with access roads) to be transferred and 1FE primary school & nursery facility provided prior to occupation of 200 dwellings unless a revised timetable for delivery is otherwise agreed with IBC in conjunction with SCC Education department where sustainable access to another primary school & nursery with capacity is available. The need and timetable for the provision of a second form of entry will be reviewed following this.
Open space, recreation & play	Neighbourhood parks, allotments & open spaces with equipped play & sports facilities as per SPD.	In accordance with phasing plan to be agreed prior to the commencement of development.
Community infrastructure	Local Centre infrastructure framework; CCTV & charging point(s) for electric vehicles.	Prior to occupation of 500 dwellings unless otherwise agreed with IBC in view of neighbourhood sequencing.
Other items	Household waste facilities (sum).	Phased payments to be secured following occupation of early phase of development in neighbourhood.
	Superfast broadband infrastructure.	To be delivered in each phase of development in neighbourhood.

²⁰ Unless otherwise agreed with Ipswich Borough Council and included in the Infrastructure Delivery Plan to be submitted to and approved by the Council

CHAPTER 11: Key Targets associated with Part B

- 11.1 The Council recognises that it is important to have a limited number of measurable targets against which the delivery of the Local ~~INSERTED: Plan~~ ~~DELETED: Development Framework~~ can be assessed.
- 11.2 Where possible the Council would prefer to monitor its Local ~~INSERTED: Plan~~ ~~DELETED: Development Framework~~ using established indicators that are already being measured, rather than new indicators it would need to create.
- ~~DELETE PARAGRAPH:~~
- 11.3 ~~In that regard the starting point is the Single Set of National Indicators published in October 2007 by the Government.~~
- 11.4 It is suggested that indicators should focus on measuring performance against the objectives set out in Chapter 6. The indicators set out below relate to the objectives in this document.
- 11.5 It is also recognised that further work is required to establish baseline data in many instances.
- 11.6 The twelve objectives of Chapter 6 are set out below along with suggested indicators and targets, or recognising where indicators and targets need to be developed.

OBJECTIVE 1:

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

INDICATOR(S)

- 1. Overall / general satisfaction with local area (Source: National Indicator 5).
- 2. Proportion of completed dwellings or non-residential floor space achieving CfSH or BREEAM targets (in relation to Policy DM1).
- 3. Proportion of dwellings granted planning permission that achieve ~~DELETED: Silver under~~ Building for Life ~~INSERTED: 12.~~

TARGETS

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

OBJECTIVE 2:

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

INDICATOR(S)

- 1. Per Capita CO2 emissions in the local authority area (Source: National Indicator 186).

TARGETS

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

OBJECTIVE 3:

At least: (a) **INSERTED: 13,550 DELETED: 14,000** new dwelling units shall be provided between **DELETED: 2001 INSERTED: 2011** and **DELETED: 2021 INSERTED: 2031 DELETED: (18,200 by 2027)** in a manner that addresses identified local housing needs and provides a decent home for everyone, with **DELETED: at least 60% of them being on previously developed land and at least 35% of them on larger sites being affordable homes**; and (b) **INSERTED: up to 12,500 DELETED: 18,000** additional jobs shall be provided **INSERTED: in Ipswich to support growth in the Ipswich Policy Area between INSERTED: 2011 DELETED: 2001 and INSERTED: 2031 DELETED: 2025.**

INDICATOR(S)

1. Net additional homes provided (Source: National Indicator 154).
2. Supply of ready to develop housing sites (Source: National Indicator 159).
3. Proportion of new dwellings provided on previously developed land.
4. Number of affordable homes delivered (gross) (Source: National Indicator 155).
5. Net annual housing and employment land completions.

TARGETS

To deliver at least (a) **INSERTED: 13,550 DELETED: 14,000** homes by **INSERTED: 2031 DELETED: 2021** and **INSERTED: up to (b) INSERTED: 12,500 DELETED: 18,000** jobs by **INSERTED: 2031 DELETED: 2025.**

OBJECTIVE 4:

The development of the Borough should be focused primarily within the central Ipswich “IP-One” area and within and adjacent to identified district centres (these areas are identified on the Key Diagram).

INDICATOR(S)

1. Previously developed land that has been vacant or derelict for more than five years (Source: National Indicator 170).
2. Density of residential development taking place in IP-One.
3. Percentage of major schemes in IP-One consisting of a mix of uses.

TARGETS

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

OBJECTIVE 5:

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

- Significantly enhancing the town centre in terms of the quantity and quality of the shops, the cultural offer and the network of public spaces;
- Ensuring a new strategic employment site is developed in the Ipswich area by 2021;
- Extending the strategic greenspace network; and
- Continuing to support the development of University Campus Suffolk and Suffolk New College.

INDICATOR(S)

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

TARGETS

To improve the retail rank of Ipswich by **INSERTED: 2031 DELETED: 2021** and complete the 'green rim'.

OBJECTIVE 6:

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

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

INDICATOR(S)

1. Congestion - average journey time per mile during the morning peak (Source: National Indicator 167).
2. Access to services and facilities by public transport, walking and cycling (Source: National Indicator 175).
3. Children travelling to school - mode of travel usually used (Source: National Indicator 198).

TARGETS

To link with the Major Scheme to achieve a 15% modal switch for journeys in Ipswich by 2021.

OBJECTIVE 7:

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

INDICATOR(S)

1. Flood and Coastal Erosion Risk Management (Source: National Indicator 189).

TARGETS

Implementation of the tidal surge barrier by **INSERTED: 2018 DELETED: 2014**.

OBJECTIVE 8:

To protect and enhance high quality, accessible strategic and local open spaces rich in biodiversity and geodiversity for people to visit and use, and protect the historic buildings and **INSERTED: landscape character of Ipswich.**

INDICATOR(S)

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

TARGETS

No net loss of natural capital by **INSERTED: 2031 DELETED: 2021**.

To increase the tree canopy cover in the Borough to **INSERTED: 22% DELETED: 15%**
INSERTED: by 2050.

OBJECTIVE 9:

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

INDICATOR(S)

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

TARGETS

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

OBJECTIVE 10:

To tackle deprivation and inequalities across the town.

INDICATOR(S)

1. Unemployment rates.
2. Educational attainment levels.

TARGETS

To improve Ipswich's rank in the indices of multiple deprivation by **INSERTED: 2031 DELETED: 2021**.

OBJECTIVE 11:

To create a safer **INSERTED: , greener DELETED: and more cohesive town.**

INDICATOR(S)

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

TARGETS

To tie in with Police targets relating to reducing crime levels by **INSERTED: 2031 DELETED: 2021**.

OBJECTIVE 12:

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

INDICATOR(S)

1. Joint working taking place through the IPA Board (or other equivalent forum) **DELETED: or the Haven Gateway Partnership**.

TARGETS

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

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

CHAPTER 12: Monitoring and Review

- 12.1 The Local ~~INSERTED: Plan DELETED: Development Framework~~ annual ~~INSERTED: Authority~~ Monitoring Report will review the progress of these arrangements as well as progress on delivering the major projects and infrastructure requirements outlined in Chapter 10, and performance against the targets set out in Chapter 11. Delivery of jobs within the Ipswich Policy Area will be monitored through a joint monitoring process with other relevant authorities.
- 12.2 The Local Development Scheme states that the documents will be kept under regular review following their adoption.
- 12.3 In the context of this document it is likely that its review would link to significant new evidence becoming available, and issues being identified through the annual ~~INSERTED: Authority~~ Monitoring Report ~~DELETED:~~, and it is therefore anticipated that a review will be commenced in 2012/2013.

Part E: Appendices

APPENDIX 1

A LIST OF POLICIES INCLUDED IN THIS DOCUMENT

PART B: The Strategy

Strategic Spatial Approach

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

Live

- Policy CS7: The Amount of New Housing Required
- Policy CS8: The Balance between Flats and Houses
- Policy CS9: Previously Developed Land Target
- Policy CS10: Ipswich Northern Fringe
- Policy CS11: Gypsy and Traveller Accommodation
- Policy CS12: Affordable Housing

Work

- Policy CS13: Planning for Jobs Growth
- Policy CS14: Retail Development

Learn

- Policy CS15: Education Provision

Play

- Policy CS16: Green Infrastructure, Sport and Recreation

Infrastructure

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

PART C: Development Management Policies

Sustainable Development

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

Flooding and Sustainable ~~DELETED: Urban~~ Drainage

- Policy DM4: Development and Flood Risk

Urban Design Policies

- Policy DM5: Urban Design Quality
- Policy DM6: Tall Buildings
- Policy DM7: Public Art

Protecting Our Assets

- Policy DM8: Conservation Areas
- Policy DM9: Buildings of Townscape Interest
- Policy DM10: Protection of Trees and Hedgerows
- Policy DM11: Ipswich Skyline

Small Scale Residential Development

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

The Subdivision of Family Dwellings

- Policy DM14: The Subdivision of Family Dwellings

Travel Demand Management

- Policy DM15: Travel Demand Management
- Policy DM16: Sustainable Transport Modes
- Policy DM17: Transport and Access in New Developments

Parking

- Policy DM18: Car Parking
- Policy DM19: Cycle Parking

Proposals in Retail Areas

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

Affordable Housing

- Policy DM24: Affordable Housing

Employment Land

- Policy DM25: Protection of Employment Land

Amenity

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

Open Spaces, Sport and Recreation Facilities

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

The Density of Residential Development

- Policy DM30: The Density of Residential Development

Natural Environment

Policy DM31: Conserving Local Natural and Geological Interest

Community Facilities

Policy DM32: Protection and Provision of Community Facilities

APPENDIX 2

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

INSERTED: In addition to the Core Strategy and Policies development plan document, national **DELETED:** National and regional policy (particularly **INSERTED:** the NPPF **DELETED:** Planning Policy Statements and Regional Spatial Strategy policies) may also have a role in replacing policy contained in saved policies. **DELETED:** Where this has specifically been referred to in the Core Strategy text, the policy source is noted in column 3 of the table below. It is not intended to give an exhaustive list of policy cross references. Elements of the Saved Local Plan Policies may also be carried forward into other development plan documents.

TABLE 9
DELETE ALL FOLLOWING TEXT:

Saved Local Plan Policy	Core Strategy Policy	National/Regional Policy
NATURAL ENVIRONMENT		
NE1 – Safeguarding and enhancing landscape and views of the Town	DM11 – Ipswich Skyline	
NE2 – Protection of Landscape and Countryside	DM31 – Conserving Local Natural and Geological Interest	
NE3 & NE4 – Green Corridors	CS16 – Green Infrastructure, Sport and Recreation	
NE5 & NE6 – Preserving Open Space	DM28, DM29, CS16 – Green Infrastructure, Sport and Recreation	PPG17
NE8 – NE12 – Protection of trees	DM10 – The Protection of Trees and Hedgerows	
NE13 & NE14	CS4 – Protecting our Assets, DM31 – Conserving Local Natural and Geological Interest	PPS9, PPS5, Circulars 9/95, 1/97, 14/97
NE15 & NE16	DM31 – Conserving Local Natural and Geological Interest	
NE17	CS4 – Protecting our Assets	PPS9, PPS5
NE19 – NE23	DM4 – Development and Flood Risk, DM31 – Conserving Local Natural and Geological Interest, DM26 – Protection of Amenity	PPS25, PPG24
NE25 – NE27	CS1 – Climate Change, CS4 – Protecting Our Assets	PPS1, RSS – ENG1, ENG2, PPS25

Saved Local Plan Policy	Core Strategy Policy	National/Regional Policy
BUILT ENVIRONMENT		
BE1 – 47 (Except BE14, BE28, BE32, BE43, BE44)	DM5 – Urban Design Quality, DM7 – Public Art, DM8 – Conservation Areas, DM9 – Buildings of Townscape Interest, DM20 – The Central Shopping Area, DM12 – Extensions to Dwellings, DM13 – Small Scale Infill	PPS5, RSS – E13, ENV5, SS16, SS5
WET DOCK		
WD1 – Promotion of Redevelopment	CS3 – IP-One Area Action Plan	
WD2 – Protecting Port Use	DM25 – Protection of Employment Land	PPS4, RSS
WD4, WD19 – Access	CS3 – IP-One Area Action Plan, DM17 – Transport and Access in New Development, CS17 – Delivering Infrastructure	
WD14 – Provision for Education	CS15 – Education Provision	
RECREATION AND LEISURE		
RL3 – RL7, RL9 – RL18, RL20, RL21, RL23, RL24, RL27	CS16, DM29, DM28 – Green Infrastructure, Sport and Recreation, DM32 – Protecting – Protecting Community Facilities	PPG17
RL22	DM18 – Car Parking	PPG13, PPS3

Saved Local Plan Policy	Core Strategy Policy	National/Regional Policy
COMMUNITY FACILITIES		
CF1 – Local Community Facilities	CS19 – Provision of Health Facilities, DM32 – Protecting Community Facilities	
CF2 – Provision of Facilities in new Development	CS17 – Delivering Infrastructure	
CF4 & CF5 – Development of Health Facilities	CS19 – Provision of Health Facilities	
CF7 – Use of House for Community Facility	DM27 – Non Residential use in Residential Areas	
CF8 – Provision of School places	CS17 – Delivering Infrastructure	
CF9 – CF11 – Provision of Education Facilities	CS15 – Education Provision, CS5 – Improving Accessibility	
EMPLOYMENT		
EMP1 – Provision of Employment Land	DM25 – Protection of Employment Land	PPG24
EMP2 – EMP6 – Employment Land Use	DM25 – Protection of Employment Land	PPG24
EMP9 – Employment Uses in Town Centre	CS2 – The Location and Nature of Development	PPS3, PPS4, RSS – E3
EMP11 – Access for Disabled	CS5 – Improving Access	
EMP10 – EMP12 – Location of Employment Land	CS9 – Previously Developed Land, CS2 – The Location and Nature of Development, DM25 – Protection of Employment Land	RSS – SS2, PPS3, PPS4, RSS – E3

Saved Local Plan Policy	Core Strategy Policy	National/Regional Policy
HOUSING		
H7 – Non Residential Uses in Residential Areas	DM27 – Non Residential Uses in Residential Areas	
H8 – Use of Large Dwellings and Hotels/Guest Houses	DM22 – Town Centre Uses outside Central Shopping Area, DM27 – Non Residential Uses in Residential Areas	PPS4
H10 – Mix of Dwelling Types	CS8 – Balance between Flats and Houses, CS12 – Affordable Housing	PPS3
H11 – Housing for those with special needs	CS8 – Balance between Flats and Houses	
H12 & H13 – Housing for those with Disabilities	CS5 – Improving Accessibility	
H17 – Provision of Housing in Shopping Areas	DM20 – The Central Shopping Area	
H15 & H16 – Loss of Residential Use	DM27 – Non Residential Uses in Residential Areas	
H14	DM14 – The Subdivision of Family Dwellings	
H18 – Town Centre Housing	DM20 – The Central Shopping Area	
H19 – Conversion of Dwelling to Flats or HMO's	DM14 – The Subdivision of Family Dwellings	
H20 – Gypsy Accommodation	CS11 – Gypsy and Traveller Accommodation	RSS

Saved Local Plan Policy	Core Strategy Policy	National/Regional Policy
SHOPPING		
S2 – S8	CS14 – Retail Development, DM20 – The Central Shopping Area, DM22 – Town Centre Uses outside Central Shopping Area	PPS4
S10 & S11 – Retail outside Town Centre	DM22 – Town Centre Uses outside Central Shopping Area, DM23 – Major Retail Proposals outside Defined Centres	PPS4
S16 – S22 – Local and District Centres	DM21 – District and Local Centres, DM22 – Town Centre Uses outside Central Shopping Area	PPS4
INFRASTRUCTURE		
INF1 – INF3	CS17 – Delivering Infrastructure	
TRANSPORT		
T1 – Infrastructure Contributions	CS17 – Delivering Infrastructure	
T2 – Transport for New Developments	DM17 – Transport and Access in New Developments, DM15 – Travel Demand Management, DM16 – Sustainable Transport Modes	PPG13, RSS
T4 – T6	DM17 – Transport and Access in New Developments, DM15 – Travel Demand Management, DM16 – Sustainable Transport Modes	PPG13, RSS
T8 – T10	CS17 – Delivering Infrastructure, DM17 – Transport and Access in New Developments, DM15 – Travel Demand Management, DM16 – Sustainable Transport Modes	PPG13, RSS
T12 & T13	DM18 – Car Parking	PPS3, PPG13
T15 & T16	DM18 – Car Parking	PPS3, PPG13
T18	DM15 – Travel Demand Management, DM16 – Sustainable Transport Modes	PPG13, RSS
T20 & T21	CS17 – Delivering Infrastructure, DM15 – Travel Demand Management, DM16 – Sustainable Transport Modes	PPG13, RSS

INSERT:

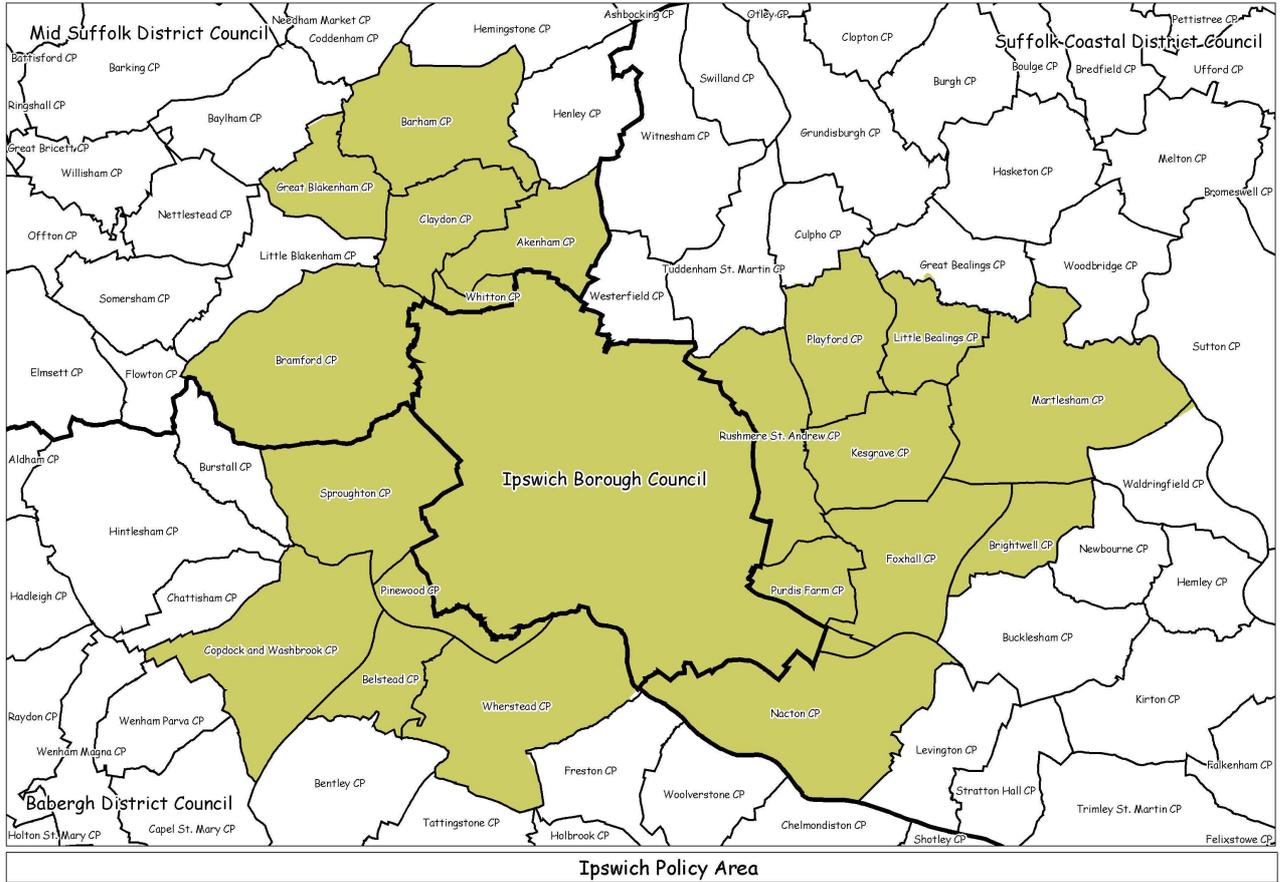
Policy	Policy subject matter	Comments
Chapter 5 The Wet Dock Area		
WD3	Site allocations in the Wet Dock area	Detailed proposals if appropriate would be considered through the Site Allocations DPD but see also Core Strategy Policy CS20
WD4	Links between Wet Dock and town centre	
WD5	Site allocations in the Transition area	See also Core Strategy Policy CS16
WD7	Residential site allocation in Wet Dock area	
WD8	Public access to water frontages	
WD9	Wet Dock area open space allocation	
WD10	Wet Dock area provision of open space in developments	
WD11	Wet Dock area museums, arts and entertainment uses	
WD12	Wet Dock area tourism uses	
WD13	Wet Dock area community uses	
WD14	Wet Dock area University College Suffolk	
WD15	Wet Dock area employment	
WD16	Transition area	
WD17	Wet Dock office uses	
WD18	Shopping in the Wet Dock area	See also Core Strategy Policy DM23
WD19	Pedestrian access between the Wet Dock and the town centre	
WD20	Car parking in the Wet Dock area	
WD21	Road Proposal in the Wet Dock area	The need for an allocation to safeguard the route will be considered through the Site Allocations DPD but see also Core Strategy Policy CS20 paragraphs 8.229 to 8.231
Chapter 6 Housing		
H3	Housing allocation Nacton Road	Will be replaced if there is any land remaining through the Site Allocations DPD
H4	Residential site allocations	Will be replaced if there is any land remaining through the Site Allocations DPD
H5	Protecting residential allocations	Will be replaced if there is any land remaining through the Site Allocations DPD
H6	Opportunity sites for residential use	

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

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

APPENDIX 3

ILLUSTRATIVE MAP OF THE IPSWICH POLICY AREA



APPENDIX 4

COMMUNITY FACILITIES IN DISTRICT AND LOCAL CENTRES

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

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

DELETED:

The numbering of District and Local Centres follows, as far as possible, that in the 1st Deposit Draft Local Plan 2001 with the exception of:

13 Wherstead Road - upgraded from a Local to District Centre

27 Clappgate Lane - deleted from the list

41 Grove Lane - deleted from the list

43 Norfolk/Suffolk/Tuddenham Road - deleted from the list

47 Ravenswood - addition of a new District Centre

48 Duke Street – addition of a new District Centre

49 Sproughton Road – addition of a new District Centre

APPENDIX 5

ACTIVITIES OR SERVICES RELEVANT TO EACH PLANNING STANDARD CHARGE HEADING

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

INSERTED: Highways and Transport

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

INSERTED: Childcare, Early Years and Education

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

Health INSERTED: and Emergency Services

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

Environment INSERTED: and Conservation

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

Community and DELETED: Community Safety INSERTED: Cultural Facilities

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

- Community Projects
- Youth facilities (not picked up under sport and recreation)
- Voluntary Sector Groups and Initiatives
- Places of worship
- Children's services
- Older people's services
- INSERTED: Arts Facilities (theatres, art galleries, music venues etc)
- INSERTED: Museums/Archives
- INSERTED: Public Art
- INSERTED: Events

DELETED:

Culture

- Arts Facilities (theatres, art galleries, music venues etc)
- Museums/Archives
- Public Art
- Events

Sport and Recreation

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

DELETED:

Community and Community Safety

- Safer Neighbourhood Teams and policing
- Street Lighting
- CCTV
- Libraries
- Cemeteries and crematoria
- Community Buildings
- Community Projects
- Youth facilities (not picked up under sport and recreation)
- Voluntary Sector Groups and Initiatives
- Places of worship
- Children's services
- Older people's services

DELETED:

Emergency Services

- Fire
- Ambulance
- Police

DELETED:

Conservation

- Archaeological Remains
- Historic Buildings
- Conservation Area Improvements
- Nature Conservation
- Historic Parks restoration

Economic Development

- Inward Investment
- Business support services
- Skills training

INSERTED:

Utilities

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

APPENDIX 6

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

TABLE 10

Typology of open spaces, sport & recreation facilities	Quantity Standard	Accessibility Standard
1. Parks & Gardens	DELETED: 1.04ha INSERTED: 1.42ha per 1000 popn	15 minute walk time
2. Amenity Green Space	DELETED: 0.4ha INSERTED: 0.6ha per 1000 popn	10 minute walk time
3. Natural and Semi Natural Green Space	DELETED: 1.4ha INSERTED: 1.53ha per 1000 popn	15 minute walk time
4. Outdoor Sports Facilities	DELETED: 1.53ha INSERTED: 1.42ha per 1000 popn	15 minute walk time
5. Provision for Children e.g. Local Areas of Play, Local Equipped Areas for Play and Neighbourhood Equipped Areas for Play – LAPs, LEAPs and NEAPs	DELETED: 0.05ha INSERTED: 0.08ha per 1000 popn	10 minute walk time
6. Provision for Young People e.g. teen shelters, multi-use games areas	DELETED: 0.02ha INSERTED: 0.04ha per 1000 popn	DELETED: 10 INSERTED: 15 minute walk time
7. Allotments	DELETED: 0.35ha INSERTED: 0.39ha per 1000 popn Should also have reference to Council waiting lists to indicate demand	15 minute walk time
8. Cemeteries & Churchyards	Standard not appropriate	Standard not appropriate
9. DELETED: Green Corridors INSERTED: Ecological networks	Standard not appropriate	Standard not appropriate
10. Civic Spaces	Standard not appropriate	Standard not appropriate

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

Minimum, recommended size thresholds for different types of facility

Parks and gardens	0.04ha
Natural/semi natural green space	0.05ha
Amenity green space	0.04ha
Provision for children and young people	0.04ha + 20 - 30m buffer
Outdoor sports facilities	0.28ha
Allotments	0.05ha

APPENDIX 7

GLOSSARY

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

CRed	Carbon Reduction	Community Carbon Reduction Project is based in the East of England and is addressing the biggest environmental challenge of Climate Change. CRed is building a community of partners who are deciding how they want to cut their emissions of carbon dioxide (CO2) to meet a target of 60% reduction by 2025.
	Circular	A Government publication setting out policy approaches.
CfSH	Code for Sustainable Homes	It is a national standard for key elements of design and construction, which affect the sustainability of a new home. It is used by home designers and builders as a guide to development, and by home buyers to assist in their choice of home.
CABE	Commission for Architecture and the Built Environment	CABE was until 31 st March 2011 a statutory body sponsored by the Government. On 1 st April 2011 it was merged with the Design Council, to become an advisor on design in business innovation and the built environment.
CIL	Community Infrastructure Levy	Local authorities will be empowered to set a charge for most developments, through a simple formula related to the scale and type of scheme. The proceeds of the levy must be spent on local and sub-regional infrastructure to support the development of the area.
	Community Strategy	Strategy for promoting the economic, environmental and social well-being of the area and contributing to the achievement of Borough wide sustainable development.
	Comparison shopping	Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
	Convenience shopping	Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
	Curtilage	It is the enclosed area of land around a dwelling. It is distinct from the dwelling by virtue of lacking a roof, but distinct from the area outside the enclosure in that it is enclosed within a wall or barrier of some sort.
	Density of residential development	High density refers to new housing development of at least 90 dwellings per hectare (dph) (the average will be taken as 110 dph). Medium density refers to new housing development of at least 40 dph (the average will be taken as 45 dph). Low density refers to new housing development under 40 dph (the average will be taken as 35 dph).
	Development brief	Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.

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

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

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

	Retail Frontages	A term given to areas within the Town Centre where shopping is the primary function. The front of the shops facing the street is used to calculate the retail frontages within the INSERTED: Core Strategy and DELETED: Development Control Policies DPD.
	Secondary Frontage	Secondary frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) where there is more opportunity for a diversity of uses than in primary frontages.
SSSI	Site of Special Scientific Interest	An area of land which, in the opinion of English Nature, is of special interest at a national level due to its flora, fauna or geological or physiographical features.
	Soundness	Soundness means founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. For something to be sound it must also be deliverable, flexible and able to be monitored.
	Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means. (PPS 1 ODPM, 2004, pp3).
SAC	Special Area of Conservation	Sites of European importance for nature conservation designated under the Conservation of Natural Habitats and Wild Flora and Fauna Directive.
SPA	Special Protection Area	Sites of European importance for nature conservation designated under the Conservation of Wild Birds Directive.
	Speciality Frontage	Speciality frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) where there is the greatest diversity of uses, particularly including food and drink uses, alongside clusters of specialist retailers.
SCI	Statement of Community Involvement	A document which sets out the standards to be achieved in involving the community and other stakeholders in the preparation, alteration and review of local development documents and in significant development INSERTED: management DELETED: control decisions.
SEA	Strategic Environmental Assessment	A strategic environment assessment is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.

	Submission	The stage of preparation of a development plan document covered by INSERTED: Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 DELETED: Regulation 30 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 . It involves submitting a DPD to the Secretary of State.
SPD	Supplementary Planning Document	A local development document that provides further detail of policies in the development plan documents or of saved local plan policies. They do not have development plan status.
SPG	Supplementary Planning Guidance	Providing additional guidance expanding policies in a local plan. SPGs will remain relevant where they are linked to saved policies but will ultimately be replaced by supplementary planning documents.
SuDS	Sustainable Drainage Systems	A sequence of management practices and control structures designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run-off from development sites.
SA	Sustainability Appraisal	Identifies and evaluates social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process. It incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive.
	Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
	Town Centre Uses	Town Centre uses are defined in INSERTED: the National Planning Policy Framework (NPPF) DELETED: Planning Policy Statement 4 (PPS4) and include retail, leisure, entertainment, intensive sport and recreation, offices, arts, culture and tourism uses.
	Tests of Soundness	Statutory Local Development Documents are subject to an Examination in Public by an Inspector appointed by the Secretary of State. The purpose of the Examination is to assess whether the document is 'sound'. This means that those who wish to make a representation seeking a change to the document will need to show how that document is unsound and what needs to be done to make it sound. In order to assess this, the Inspector will assess the document against certain 'Tests of Soundness'. The purpose is to ensure that the whole plan is 'sound' in relation to all the legal and policy criteria it has to meet.
	Urban fringe	Predominantly open land on the edge of an existing urban area.
	Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 and subsequent amendments. Uses are defined as follows: A1 Shops A2 Financial and Professional Services A3 Restaurants and cafes

A4 Drinking establishments
 A5 Hot food takeaways
 B1 Business **INSERTED:** (Offices (other than those that fall within A2), research and development of products and processes, light industry)
 B2 General industrial
 B8 Storage or distribution
 C1 Hotels
 C2 Residential Institutions
INSERTED: C2A Secure Residential Institutions
 C3 Dwellinghouses
INSERTED: C4 Houses in multiple occupation
 D1 Non-residential institutions
 D2 Assembly and Leisure
 Sui generis - uses not covered by the above including theatres, **DELETED:** scrap yards, petrol filling stations, amusement centres, **INSERTED:** launderettes and taxi businesses.

TABLE 11

List of organisations **DELETED: / Government agencies**

Abbreviation Term in full

DELETED:

EERA	East of England Regional Assembly
GO East	Government Office for the East of England
SNC	Suffolk New College
SCC	Suffolk County Council
UCS	University Campus Suffolk